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EPITOME OF THE WEEK.

The Treaty between Japan and Brazil was signed in Paris on the 5th inst.

The Liaotung treaty between China and Japan was signed on the 8th inst.

The five ringleaders of the Kucheng massacre were executed at Foochow on the 7th inst.

An exceptionally heavy monsoon has lately been experienced and vessels arriving at Hongkong from the South have all made unusually long passages in consequence.

The Norwegian steamer *Nanking* has been lost by striking a rock near Newchwang. She was under charter to Chinese and was engaged in the Hongkong and Newchwang trade.

Lord Salisbury, speaking at the Lord Mayor's banquet, in referring to the Far East, said that Great Britain was prepared for any combination whether on a question of war or commerce.

It is rumoured, says a native paper, that some Chinese merchants in Shanghai have in prospect the construction of a tin-foil factory. It is said that the people have taken an interest in this enterprise, and will give it every support.

The British ship *Barcaig*, which left New York for Shanghai on the 25th of April, loaded with kerosine oil for the Standard Oil Company, is missing. She has never been spoken with. Ninety guineas per cent. have been paid on her at Lloyds. It is feared she is lost.

According to the Shanghai papers, the reports of the successes of the Mahomedan rebels in Kansu have been greatly exaggerated. Lanchow is said to be as quiet as ever and Sining to have been recaptured, and the disturbance generally to have been suppressed.

The *Japan Advertiser* says that the new dock has been begun at Kure, and it is expected that the work will be completed next year. The dock will be 464.3 feet long, 96½ feet wide at the top, 81½ feet on the floor, 44.22 feet deep, and it will accommodate ships 427.25 feet long, 75 feet wide, 35.3 feet draft, and of 15,000 tons displacement. The battleship *Fujiama*, now being built, can easily be docked there.

A distressing accident by which forty-eight men lost their lives occurred to a boat of H.M.S. *Edgar* at Chemulpo on the 14th inst. A party which had been landed for drill under the Gunner's Lieutenant was returning to the ship in a launch under sail when the boat ran under and filled. Assistance was at once sent from the *Edgar* and twenty-three men were rescued, but forty-eight were drowned.

The half-yearly report of the Jelabu Mining and Trading Company, Limited, has been published. It shows a loss of nearly sixteen thousand dollars. Thirty-eight thousand dollars spent in Mergui appears as a good asset on the theory that the concession is worth the sum spent in opening the trade. Hopeful, but cautiously worded, views are entertained about lode-mining at Jelabu and alluvial mining at Mergui.

The coronation of the new Sultan of Johore, His Highness Ibrahim, took place on the 2nd inst. The Governor of the Straits and the heads of departments attended the ceremony, and H.M.S. *Mercury* lay in the Strait.

At an extraordinary meeting of the Shanghai and Hongkong Wharf Company held on the 11th inst., the purchase of Messrs. Jardine, Matheson & Co.'s interest in the Associated Wharves and their Pootung kerosine oil wharf and godowns was authorized, the capital being increased to Tls. 2,000,000.

Sir Nicholas O'Connor is a passenger for England by the P. & O. steamer *Mirzapore*, leaving Hongkong to-day. At Tientsin the retiring Minister was entertained by the British residents at a banquet. At Shanghai His Excellency received a deputation of the Chamber of Commerce and replied to a number of questions addressed to him. Amongst other things he spoke favourably of the prospects of the West River being opened.

The *N. C. Daily News* says:—The great firm of Krupp is not going to be left behind in the expected distribution of contracts by China. It is reported that it has secured the services as special agent here of Mr. von Brandt, formerly German Minister to China, and latterly, according to *Blackwood*, confidential correspondent and adviser in Germany to the Chinese Government. Mr. von Brandt is coming out to China in the *Preussen*, which is the next German mail boat due here.

The movements of a German squadron in the neighbourhood of Amoy have lately attracted some attention, and various reports have been in circulation in connection therewith. It was said at first that the port of Amoy was to be occupied, afterwards that the island of Quemoy had been selected as a coaling station, and, again, that the object was simply to mark out a concession. We believe, however, that what the Germans really want is a coaling station and for that a concession in the ordinary meaning of the term would hardly suffice.

A Saigon correspondent writes:—The Messageries Fluviales Company received lately five flat bottomed steamers of about one metre draft to run on the upper Mekong above the rapids, but notwithstanding that great haste has been exercised in putting them together the water is already too low to get them on the small railway by which they are to be hauled past the Khone rapids. They will be ready for next year, however, when we hope to see a regular service started between Saigon and the further interior of the Peninsula.

The *Japan Mail* says:—The sudden rise of Shanghai as a cotton spinning centre attracts widespread attention in Japan. The *Jiji* calls attention to the fact, and observes that, while it has taken some years for Japan to bring up the number of her spindles to its present point, 800,000, Shanghai is shortly to have 300,000 spindles in full operation. As to Japanese schemes for establishing spinning factories in Shanghai, there are two, one in Tokyo and one in Osaka. The Tokyo project was originally on the basis of 20,000 spindles, but has since been increased to 30,000, while the Osaka company purposes to set up 50,000 spindles.

BIRTHS.

At 10, Knutsford Terrace, Kowloon, on the 13th inst., the wife of W. BALLANTINE, chief engineer of the steamer *Phu Chou Kiao*, of a son. [2356]

At Shamien, Canton, on the 15th instant, the wife of F. SCHÜRCH, of a daughter. [2389]

At No. 1, Ripon Terrace, on the 18th instant, the wife of GEORGE M. McDONALD, of a daughter. [2403]

MARRIAGES.

At the Peak Church, on the 18th November, by the Rev. R. F. Cobbold, M.A., FRANK COURTENAY HEFFER, of Shanghai, to FLORENCE, eldest daughter of JOSEPH LERCH, "Rocklands," North Park, West Croydon. [2402]

At Tientsin, on the 3rd of November, 1895, at H.I.M.'s Russian Consulate, by the Rev. Innocent, S. J. TOKMAKOFF, of Hankow, to LIKA, eldest daughter of A. D. STARTNEFF, Esq., of Tientsin.

DEATHS.

At Shanghai, on the 11th of November, 1895, ANNA CATHERINA, the beloved wife of JOSE XAVIER, aged 25 years.

At the General Hospital, Shanghai, on the 12th of November, 1895, JAMES McDONALD, aged 33 years.

ARRIVALS OF MAILS.

The French mail of the 11th October arrived, per M. M. steamer *Saghalien*, on the 16th November (36 days); the English mail of the 18th October arrived, per P. & O. steamer *Khedive*, on the 16th November (29 days); the American mail of the 22nd October arrived, per P. M. steamer *China*, on the 19th November (28 days); and the German mail of the 21st October arrived, per N. D. L. steamer *Preussen*, on the 20th November (30 days).

LORD SALISBURY ON THE SITUATION IN THE FAR EAST.

Lord SALISBURY's statement that England is prepared for any combination in the Far East, whether on a question of war or commerce, is a welcome assurance at the present time. It is general in its nature, certainly, and does not convey any very definite idea of the national policy, but it may nevertheless be taken as a declaration that England intends to hold her own in this part of the world. If the Premier had sounded a doubtful note, had spoken in a timid manner of threatening dangers, and had hinted at the necessity of sometimes sacrificing particular interests for the general welfare of the Empire there might have been some cause of uneasiness; but so far from that being the case, the tone of the declaration, vague as are its terms, is eminently satisfactory. British policy in the Far East has of late years been characterised by a disastrous feebleness; we may hope now for some display of strength. In the event of war breaking out England would of course be roused to put forth all her energy and no doubt we would come out of the struggle the gainers. It is in the commercial struggle that our real danger lies, for other powers are intriguing to get exclusive advantages and to edge out British trade and industry. The British Government has shown little inclination hitherto to cope with the situation, or, indeed, to grasp the idea that there was anything unusual in it, and the British Legation at Peking is reported to have been to a large extent in blissful ignorance of what was going on until public announcements were made of definite advantages secured by our rivals. Latterly, however, there has been a good deal of waking up, the results of which we hope to see ere long in the opening of new opportunities for trade as well as in the protection of all existing rights. So long as our own commercial interests are protected we may look on with equanimity or friendly approval at the efforts of other nations to promote the development of China. We have already urged this view in reference to the reported Russian designs on Manchuria, and would urge it also in regard to a German occupation of Amoy, of which there have recently been some reports. The development of Tonkin by the French has brought very substantial advantages to this colony and to British trade, and we should expect the same from the establishment of a German colony in our neighbourhood. England cannot look favourably on French aggrandisement in the East, however, because although as yet it has been found impossible to shut out British trade that is the declared aim and object of French statesmen. Russia also is inclined to shut up any territory she may become possessed of against foreign trade. From a German more enlightened policy might be expected and if she should become possessed of a colony on the China coast it would probably be administered on the lines of Hongkong and Singapore. But in each and every case in which foreign powers secure advantages in China, whether of a territorial or other nature, it is essential that England should see that they do not prejudice her interests, that she is not excluded from any existing markets or trade routes, and that there is no playing fast and loose with the favoured nation clause. With Lord SALISBURY's declaration before us we are entitled to expect that that will be England's future policy, and, amongst other things, that the West River will be opened to for-

eign trade and navigation in order that the Yunnan market may not be dependent on the Tonkin route, which might at any time be closed against British goods by prohibitive tariffs.

REPORTED GERMAN OCCUPATION OF QUEMOY.

If the report of Germany's intention to occupy Quemoy be verified, it may be assumed that that island was selected in preference to Amoy in order to avoid possible complications that might have arisen from the seizure of a treaty port. We do not know that such complications would have been at all probable, but they were certainly possible. At all the treaty ports diverse national interests have grown up, some or all of which might be affected by a foreign occupation. Stoppage of trade would affect all interests more or less, but as Germany is understood to be taking the action now attributed to her upon a friendly understanding with China it would not be calculated to stop trade, even if a treaty port were selected. But an island upon which no foreign interests have been established, provided its situation is equally advantageous, will obviously be more convenient for Germany than one of the existing treaty ports would have been for she will be at liberty to make her own arrangements from the beginning unhampered by any of the restrictions that she would have found at a treaty port, where she would have had to adapt herself more or less to existing conditions. For instance, a foreign power taking possession of a Chinese treaty port would have to make arrangements for the administration of the Chinese Customs, a responsibility that might not be altogether welcome. She could not appropriate the Customs revenue to her own use, nor would it be altogether equitable to turn the Customs establishment out and tell them to collect the revenue elsewhere, for there might be no other point at which it could be collected without risk of losing a great portion of it. Even at Quemoy the Germans, assuming they take the place, may deem it reasonable to make some arrangements with the Chinese Government for the protection of the revenue of the latter, similar to the arrangements made by Hongkong and Macao for the prevention of opium smuggling; but that would be a small matter compared to the administration of the Customs establishment of a treaty port. The primary object of Germany in securing territory on the China coast is no doubt to use it as a coaling and repairing station for her fleet, but it will almost inevitably become a trading station as well, and if Quemoy be the point selected a good deal of the trade of Amoy may be expected to be transferred there, for it may be taken for granted that it would be made a free port and as such would grow into a distributing centre similar to Hongkong.

SIR NICHOLAS O'CONOR.

The report of the speeches made at the banquet given to Sir NICHOLAS O'CONOR at Tientsin, though they do not contain much substance, will be read with interest, especially that of the Minister, which may be regarded as his farewell address, not to the Tientsin community only, but to his nationals throughout China. His Excellency says the encouragement and support of the British residents at Tientsin has been grateful

in the uninterrupted succession of what I "should like to think is meant as friendly criticism, no doubt for the benefit of its subject, and not the particular fad or idea of the author, which has been pretty well uninterrupted for the last thirty years." By this we understand His Excellency to refer to the press comments to which he in common with his predecessors has been subjected. These comments, which were of a very favourable nature at the commencement of his own tenure of the office of British Minister, underwent a change as it was seen that the hopes entertained of vigorous and successful action were unfulfilled, and latterly, in view of the almost total eclipse of British influence, became markedly hostile, and, we think, with reason. Recent events have shown that the policy pursued by England during the period of thirty years mentioned by Sir NICHOLAS O'CONOR, the policy of giving in and of trying to curry favour with the Chinese, has been a radically mistaken one. Had Sir HARRY PARKES lived we might have seen a change, but his tenure of the office was too brief to make any appreciable break in the continuity of the policy. When Sir NICHOLAS O'CONOR came on the scene it was thought that there might be a change, but he appears to have been even more strongly impressed with the inadvisability or impossibility of giving China a much needed shaking up than his predecessors. He seems to have been lost in hopeless and helpless contemplation of the huge inert mass instead of trying to move it and get some good out of it. Judicious pressure exercised on the Chinese Government would have been as wholesome for China itself as it would have been advantageous to foreign interests, but the attitude of the British Government and its representatives at Peking has resembled that of a child afraid to touch a strange animal for fear it might bite. Sir NICHOLAS O'CONOR has been no exception to the rule and must share in the general condemnation. He deserves indeed a larger measure of it than any of his predecessors, for no British Minister, either in China or elsewhere, has ever before signed a treaty providing for the despatch of periodical tribute missions from a British possession to a foreign power, but that is what he did in the case of Burmah.

The demonstration made at Tientsin in Sir NICHOLAS O'CONOR's honour appears to have been based on personal rather than public grounds. The retiring Minister seems to have made friends of all with whom he has come in contact and to a man who is personally liked a partial judgment is often extended. Especially is this the case in small communities like those in the Far East, where the diverse elements that go to form the public judgment on public men in larger communities are to a great extent lacking and personal friendship counts for more than it ought to do. If there was anything to be said in favour of Sir NICHOLAS O'CONOR's administration of his important office, any triumph to be recorded, we should have expected it to be brought into prominence at the Tientsin banquet. But what do we find? When there is nothing to be said on a subject on which it would seem that something should be said it is a common trick of oratory to get over the difficulty by declaring that it would take too long to say it. So the Tientsin Chairman, in proposing the toast of the evening, said he did not propose to give at length a list of Sir NICHOLAS O'CONOR's services because it would run to too great length. Mr. COUSINS would have conferred a benefit on readers in the South if he had stated some of the services he re-

ferred to, because here we do not know what they are. He said, it is true, that in the promotion of trade and commerce Sir NICHOLAS O'CONOR had always shown a constant and keen interest, but that is little more than a truism. No one doubts that Sir NICHOLAS has shown such an interest, but unfortunately his policy has not been calculated to promote trade and commerce, and it is with his policy and its results, not the man himself and his feelings and wishes, that we are concerned. That the Minister has been invariably courteous and attentive to one and all who have had occasion to address him and that he has been readily accessible we do not question, nor do we wish to detract from the appreciation due to him on that ground, but valuable as courtesy and attention are in a public officer they will not secure success if the policy pursued be radically unsound. Another extract from Mr. COUSINS's speech invites attention. He said:—"His Excellency has helped to diminish one of the disadvantages under which we stand in comparison with our neighbours, namely, in regard to transit passes (which still need further reform) and we trust he will impress upon the home Government the vital importance that we shall in the present or in the future be nowise and in no matter great or small be handicapped in our friendly rivalry with other nations for trade and commerce with this Empire." We do not know what Mr. COUSINS had in his mind when he spoke of Englishmen being at a disadvantage in comparison with other nationalities as regards transit passes, but if any such disadvantage exists and the Minister's efforts have been unavailing to remove it we fail to see how any eulogium can be founded upon it. Either there was very little to be said in favour of Sir NICHOLAS O'CONOR as a Minister or Mr. COUSINS treated the subject very badly. It is clear, however, that Sir NICHOLAS has commanded the affection and esteem of his nationals in the North in no common degree, and though we in the South have had less opportunity of knowing him we are bound to believe that on personal grounds the affection and esteem are justly his due; but as a Minister he has not been a success.

THE WEST RIVER.

In the interview he accorded to the Shanghai Chamber of Commerce Sir NICHOLAS O'CONOR held out hopes that the opening of the West River might soon become an accomplished fact, not by reason of the pressure brought to bear by England, but because the Chinese were beginning to understand the elementary principles of political economy better than formerly and were coming to the opinion that the opening of the West River would bring in an increase to the Customs revenue. A voluntary opening would of course be more satisfactory than one forced upon the Chinese, and we sincerely hope that the ex-Minister's opinions may prove correct. It would not be surprising, however, to learn that what the British representative at Peking has been powerless to gain has in reality been granted at the behest of another power. From Canton we learn that the German Consul there has gone up the West River, having left about a week ago, and that his journey is reported to be in connection with the opening of that important waterway. It may be that Mr. SCHRAMMEIER has simply gone for a few

weeks' pleasure trip, or to see the country, and that the report as to the object of his journey has only surmise for its foundation, but it is also possible that when the opening of the river is formally announced it may be found that Germany has already made her arrangements for a concession at Wuchow. Sir NICHOLAS O'CONOR remarked that the opening of the river was a matter the importance of which to trade and commerce was appreciated by all the Governments interested in the development of commerce. Germany is vitally interested in commerce, scarcely less so than Great Britain herself, and she appears to be in a position at present to secure compliance with her wishes, whereas Great Britain's diplomacy amounts to little more than a beating of the air. If England musters her fleet and presents an ultimatum demanding the degradation of an already degraded official her demands are of course complied with, but without such a display of force she appears unable to secure any attention. We notice that our Shanghai contemporaries unite in praising Sir NICHOLAS O'CONOR, whose policy some of them condemned very strongly a short time ago. They confess they were mistaken in their former judgments, but fail to state the evidence which has convinced them of their error. One of the points claimed in favour of the retiring Minister, however, is, *mirabile dictu*, that he has convinced China that England is her friend! China is not likely to do much for the sake of friendship. Coercion or self-interest are the only motives that are likely to influence her in granting concessions to foreign trade and at present she appears to think she can afford to ignore English wishes and English opinion, perhaps for the very reason that she is convinced that England is her friend—another illustration of the danger of giving one's friendship too cheaply. If the West River is really to be opened we suspect that whatever diplomatic credit may attach to the matter will have to be accorded to the representative of some other power than that of Great Britain. So far as Hongkong is concerned the result will be the same, except for sentimental considerations of nationality. We will gladly welcome the boon whether it comes through the medium of German, American, or Japanese diplomacy, or is to be ascribed to the efforts of our own Minister, who ought to have secured it a dozen years ago.

CHINESE MEDICAL PRACTITIONERS AND THEIR LEGAL STATUS.

That the Hongkong College of Medicine for Chinese is an excellent institution deserving of the support of the Government and the community is, we think, generally recognised. The College has already, in spite of many difficulties and disappointments, done good work, and it has to all appearance a splendid future before it. As yet, however, its graduates are not recognised as duly qualified medical men on the same level as the graduates of English colleges or those possessing equivalent degrees issued by foreign institutions. This, it appears, is regarded as a grievance by the students and some of the friends of the College. As there appears to be some misunderstanding as to the real position of affairs it may be well to recall the history of medical registration in this colony. Our attention has been directed to the subject by the following statements in the columns of the *China Mail*:—"At present, the status of students who go through these two

"institutions [the College of Medicine and the Alice Memorial Hospital] is 'absurd enough to be worthy the Chinese mandarin'; for, while a coolie 'who poses as a native doctor, with incantations and frogs' toenails, is authorised by the Hongkong Government to practise as a doctor, the students who hold a licence from the College of Medicine, and who have studied five years at the Hospital under such eminent and world-renowned men as Dr. MANSON and Dr. CANTLIE—these licentiates are liable to fine or imprisonment if caught posing as medical practitioners! No wonder the Chinese say that 'that even the Foreign Government has no confidence in foreign medicine. It sounds incredible, but it is a fact; men who study European medicine for five years—the period in England is only four—and who pass examinations as stiff as any, are rigorously prohibited from practising, while men who have failed to earn a competency as jinricksha-pullers or cargo-lumpers are authorised by the Hongkong Government to rank as duly qualified medical practitioners!' These remarks were followed up by a correspondent who puts the matter still more tersely, thus:—"In Hongkong there is a law to punish any man for practising as a doctor if he is not 'duly qualified'; but by a special clause, 'the term 'duly qualified' is stretched to include the old-fashioned impostors who have no training whatever, and who prescribe powdered tigers' claws and burnt joss-paper. These men are allowed to practise in Hongkong, to decide cases of life or death; yet students who have been trained carefully for five years in the Hongkong College of Medicine, founded by Drs. MANSON, CANTLIE, and HO KAI, are not allowed to practise at all!" The statements are entirely erroneous. The students of the Hongkong College of Medicine for Chinese are not by law prohibited from practising nor are the "toe-nail merchants" legally recognised as duly qualified medical men.

Up to the year 1884 there was no medical registration in Hongkong and anyone, European or Chinese, qualified or unqualified, was at liberty to hold himself out as a medical practitioner. At that time it was deemed necessary to legislate in the matter, owing to the establishment in the colony of certain European or American practitioners of doubtful qualifications, but there was no intention to prevent the native community making use of the services of Chinese doctors so-called. The Medical Registration Ordinance was accordingly passed, by which all medical practitioners with the exception of Chinese were required to prove their qualifications and to be registered; but as to Chinese, it was provided that "This Ordinance shall not operate to limit the right of Chinese practitioners to practise medicine 'or surgery or to receive, demand, or recover reasonable charges in respect of such practice.'" In 1892 it became necessary to amend the law in order to bring it into line with the law in England, and advantage was taken of the opportunity to give a recognised status to the College of Medicine for Chinese. In the clause specifying the qualifications entitling to registration, therefore, diplomas "granted by the Hongkong College of Medicine for Chinese in this colony" were mentioned, with the proviso, however, which applies equally to all foreign diplomas, that the holder shall prove to the satisfaction of the Medical Board that he has passed through a course of study and examination as thorough and efficient as the minimum required in Great Britain.

But at the same time an attempt was made to introduce an amendment as to Chinese practitioners which, had it been carried, would have had the effect of excluding the graduates of the College from the right of practice until the institution had been brought up to the standard required by the above proviso. This was to be done by altering clause 2 to read as follows:— "This Ordinance shall not be deemed to prohibit Chinese practitioners from practising medicine or treating surgical cases according to Chinese methods or from or, demanding recovering reasonable charges for services rendered by them in respect of such practice." The effect of this would have been, while allowing a Chinaman to prescribe animal's dung or any of the other filthy articles included in the Chinese pharmacopoeia, to prohibit him from administering a wholesome dose of salts and senna, and in the same way a Chinese doctor would have been prohibited from using European methods in the treatment of surgical cases. It took a good deal of argument to convince the Government of the absurdity of thus legislating against the use of European medicine amongst the Chinese while at the same time tolerating quackery, but the task was at last accomplished and the amendment was withdrawn.

As the law stands therefore any Chinaman can practise medicine or surgery without registration, no matter whether he be a coolie who adopts the profession of a quack as an easy means of making a living or an educated man who has studied under European doctors either at the Hongkong College of Medicine or elsewhere. The students of the College labour under no disability in that respect, but enjoy all the rights and privileges enjoyed by Chinese doctors in general. That they should not be satisfied with that position is natural and must be accepted as a healthy sign. They very properly desire to have a recognised status differentiating them from the ordinary Chinese quack. That desire has been anticipated by the Government and its reasonableness has been recognised in so far that it is provided that they shall be entitled to registration on the same footing as if they had graduated at an English college so soon as they can satisfy the Medical Board that their course of study and examination is equivalent to the minimum required in England. It may be that that is a standard practically unattainable for many years to come and that it would be advisable in the meantime to recognise a lower standard in the case of Chinese doctors and admit them to registration in an inferior register, so that while they would not be placed on the same footing as the graduates of European colleges they would yet occupy a position considerably above the ordinary Chinese quack. Any proposition of that kind would be entitled to consideration, but in the meantime the interests of the College of Medicine are not likely to be served by misrepresenting the actual position. It is entirely incorrect to say that the graduates of the College are by law placed in a more unfavourable position than other native doctors. If a case were tried in the Supreme Court in which a Chinese doctor sought to recover fees for medical attendance the fact that he had studied European medicine would not in any way put him out of Court.

A Ningpo letter reports that a large consignment of the new dollars and subsidiary coins of the Hupeh mint arrived recently in Ningpo. The coins were at once taken up by a number of local banks, the idea being to replace the Mexican dollars now in use.—*N. C. Daily News.*

THE TUNG WAH HOSPITAL.

In reference to the general management of the Tung Wah Hospital and the forcible removal of patients from that institution to the Civil Hospital, "Wayfarer" in our yesterday's issue says that "lay opinion is bound to support professional opinion on what is a technical question." We join issue with our correspondent as to this being a technical question. Whether an abscess should be treated with pitch plaister or the lancet is a technical question on which a layman would have no right to dispute the opinion of a doctor, but the question whether the sufferer from an abscess should be compelled to submit to treatment by European doctors against his will is one of general expediency upon which doctors are perhaps the worst judges, for they are apt to look at it exclusively from one point of view. Amongst the general body of Chinese there is an undoubted repugnance to European medicine and to surgical operations and if the sick are compelled against their own wish and that of their friends to submit to treatment by foreign doctors it becomes a question whether general evils would not result which would more than counterbalance the good done to the patient in any particular case. During the plague exodus for every person who left the colony from fear of the plague there is good reason to believe that ten left from fear of the foreign doctors. It is not desirable that that fear should be made chronic and that the Chinese should be made to feel that for the slightest accident or ailment they are liable to be forcibly subjected to foreign medical treatment. That medical science should make progress amongst the Chinese every one must earnestly desire, but it is a case in which persuasion, not compulsion, should be used. In cases of infectious disease the measures necessary for the public safety must be taken, but where it is simply a case of sprain or abscess or any other ordinary accident or ailment we think forcible interference to compel the sufferers to accept treatment by European doctors is to be deprecated.

At present, however, it is only the unfortunate wretches who are compelled to seek shelter at Tung Wah Hospital that are to be the subjects of compulsion and it may be argued that thus limited the system would not be likely to have any prejudicial effect on the feelings of the community at large, and at the same time that it is repugnant to humanity that the mass of suffering and misery in that institution should be allowed to remain unalleviated by scientific medical care. But if people are deterred by fright of the foreign doctors from going to the hospital might not a worse state of things arise, a state of things in fact resembling that which existed before the establishment of the hospital? In those days persons who were hopelessly ill were taken to what were called dying houses or were otherwise disposed of according to circumstances and the misery they were compelled to endure while the tide of life ebbed away was frightful to contemplate. Under the strict sanitary inspection that now prevails in the colony the re-establishment of dying houses would be impossible, and presumably the moribund who are taken to the Tung Wah under the present conditions would still be taken there and be allowed to die in peace undisturbed by the unwelcome attentions of the foreign doctors. As regards that branch of the subject, therefore, perhaps the only point calling for consideration is whether,

in the event of the institution being transformed into a foreign hospital as far as regards the cases that are not hopeless, the Chinese community, disapproving of the change, might not withhold their customary subscriptions and so involve the institution in financial embarrassment. That, however, is a remote contingency and should it arise it could be met by a vote of Government money if the Government thought it well to carry on the establishment.

Although the majority of the patients who are taken to the Tung Wah hospital are in a moribund condition on their arrival there is also a considerable proportion admitted whose case is not so desperate and some who are suffering from comparatively trifling ailments or accidents. As a curative institution the Tung Wah, being until recently entirely under the charge of native doctors, has not been worthy of the slightest consideration, but by affording to the patients what according to native ideas is regarded as fairly comfortable accommodation it has undoubtedly been a great boon to the Chinese community. Our correspondent "Wayfarer" says that with some experience of other countries, and more especially India, he can venture to affirm that the condition of things in this Chinese hospital would be considered a reflection on our humanity and a disgrace to our country. We cannot claim any intimate acquaintance with the condition of affairs in India and consequently speak subject to correction, but it occurs to us that in the large towns of India the class of cases which in Hongkong go to the Tung Wah may be left in the homes of the patients and that the misery may really be much greater although not so apparent, being diffused instead of focused in one building. At the Tung Wah, although nothing may be done to cure the patient, he has wholesome food in sufficient quantity, has comfortable accommodation, and, if necessary, is supplied with clothing, his lot being much happier than if he were left to languish in destitution in some native hovel. But if, in order to obtain these comforts, the patient has to submit to foreign medical treatment, he would in many cases prefer to be without them and to die quietly in his own way. If, then, the result of the introduction of foreign medical treatment into the Tung Wah be simply to frighten the patients away and to drive into unseen holes and corners the misery which now finds alleviation there it would be mistaken policy to insist upon it. That it is desirable the medical treatment should be improved so far as is practically possible without impairing the general usefulness of the hospital everyone will admit, but the point to which such improvement may be safely carried is an open question. It is not a technical question, but one of common sense, local knowledge, and general experience of human nature. The Governor, who will probably be called upon to give an official decision in the matter, will be ill-advised if he allows himself to be led entirely by medical opinion, which can hardly fail to be biassed. We use the word in an unobjectionable sense, meaning that the medical gentlemen will necessarily be inclined to set the treatment of the patients before all other considerations, it being a canon of the profession that where there is sickness the appropriate remedy should be applied. We would suggest to His Excellency, therefore, if there is any idea of radically changing the constitution of the hospital, that he should appoint a Commission composed of laymen or with a minority of medical members to inquire into the whole subject. It is the fashion to sneer at Commissions, and no doubt they frequently

afford a convenient means of shelving troublesome and disagreeable questions, but they also afford a very safe and useful means of arriving at sound conclusions when it is desired that a difficult question should find its solution.

FIRE TANKS.

Sir WILLIAM ROBINSON recently made the announcement that he expected when the estimates were presented they would show a very favourable balance. We trust it may be so and that the balance will be available for carrying on public works. It is a mistake for a Government to accumulate balances; the money should either be usefully expended, or, if expenditure is not required, taxation should be reduced. If there are available funds in hand the time seems opportune for again considering the expediency of erecting tanks on the upper levels for the supply of water for fire extinguishing purposes and for the flushing of the drains. It has now been demonstrated by experience that our present water supply cannot be relied upon for these purposes in the dry season. Even if the reservoirs are full at the commencement of the season the supply becomes exhausted if the drought lasts six months, and this year, unfortunately, the rainfall has been too small to fill the storage capacity, so that the colony has had to commence the dry season with the supply turned on for only one or two hours a day. That is less convenient than the constant supply, but for domestic purposes it can be made to serve with the exercise of a little care and forethought. It is clearly inadvisable, however, that the limited supply should be drawn upon for fire extinguishing purposes and it is also clear that the quantity of water passing into the drains is insufficient for effective flushing. There would be no engineering difficulty in making tanks above Robinson Road to be kept full of salt water by pumping from the harbour, and the cost of the work together with the distributory mains would not be great. The idea is not a new one, but it was abandoned when the Tytam scheme was finally decided upon, as it was hoped Tytam would afford a constant and sufficient supply both for ordinary consumption and for extinguishing fires. Experience has unfortunately proved the contrary, and it would be wise therefore to again examine the fire tank scheme. The fire engines pumping water from the harbour may be sufficient to cope with outbreaks along or near the Praya, but it is difficult to deal with fires on the upper levels by that means and the difficulty is being increased by the pushing forward of the water frontage by the extensive reclamation now in progress. To be able at once to attach a hose to a hydrant and immediately have a high pressure stream would check fires at the outset that under present conditions might attain serious proportions.

THE HOME PRESS ON CHINA AFFAIRS.

The London papers received by the last mail indulge in a good deal of exaggerated laudation of the supposed triumph of Lord SALISBURY in his conduct of the negotiations with China for a settlement of the questions arising out of the missionary outrages and massacres in Szechuen and Fukien. The Conservative Press are specially jubilant, though one or two papers do suggest that possibly there is not so much in the degradation of the ex-Viceroy of Szechuen as may

at first sight appear, the very alacrity of the Peking Government in responding to the ultimatum being of itself a little suspicious. But the chorus of praise of the Premier's vigorous action is pretty steady and the belief general that by it British prestige in the Far East has been upheld. The *Westminster Gazette*, a new Radical organ started when the *Pall Mall* changed hands and became a Unionist journal, shrewdly points out that the redoubtable Viceroy LIU had already been dismissed from that post as a feeble and incapable official before the demand for his degradation was made, and that he had only been maintained in office pending the arrival of a successor. This fact had been overlooked by the contemporaries of the *Westminster*, who seldom read anything from the Far East, and but for an occasional telegram and the letters of the *Times* correspondent, would remain as ignorant as babes of all events transpiring in this portion of the globe. Indeed it is hardly too much to say that the majority of the most widely circulated London papers know scarcely more of what goes on in East Asia than they do of what is happening in the planet Mars. They maintain no regular correspondents in Asia, they employ no writers, of whom there are many, in the ranks of returned colonists and former residents in China or Japan. The field is too distant, they argue, for the ordinary English reader to take much interest in, and hence, unless some war like that between China and Japan, or some specially atrocious outrage, like the Kucheng massacre, occurs no attention is given to Asian politics or events. Even such a tragedy as that of Kucheng is only a nine days' wonder in Great Britain, and it may be doubted whether active interest in the sanguinary and shameful outrage lasted that length of time. The penny Press of the metropolis are therefore no doubt, from a business point of view, justified in their policy of ignoring the Far East, as being remote and therefore unimportant. The fact is much to be deplored, but it exists. These scribblers for the thoughtless millions who are infinitely more concerned in the result of an unsavoury divorce suit, or a bicycle race, or a cricket match, or the unwinding of the mystery surrounding a Whitechapel murder, know the taste of their patrons and pander to it; it does not pay to advocate strong measures to retain one of the best markets of the world for British manufactures.

We have deplored the ignorance of these self-appointed leaders and guides of public opinion in the United Kingdom, and must, we fear, continue to regret its continuance. It would be bad enough if these prints were content to remain ignorant. When, however, they, in a brief and sudden gush of attention to affairs in the Far East, endeavour to set Anglo-Chinese journals right and begin to lecture them while making a lamentable display of their own want of knowledge it is time that some notice should be taken of the mingled ignorance and assurance which distinguishes some of our London contemporaries. The *Chronicle* is a vigorously conducted journal, but apparently is more attentive to the style than to the matter of its articles. Like the rest of the morning papers, it expresses its opinion on what they consider the Chinese back-down, and it talks complacently of the degradation of the Viceroy of Szechuen for the massacres at Kucheng, evidently believing that that now notorious city is situated in far Szechuen, instead of being more distant from it, in point of time at any rate, than from Peking. In all probability the sapient writer knows

no more of the geography of China than he does of the interior of the Dark Continent. Yet these are the kind of men who take upon themselves to lecture the journals of the Far East in terms like the following:—"Strange proposals are in the air, some for a friendly partition of China among the Powers—an arrangement which might of course lead to the greatest war of the century—others for a joint Protectorate, which would assuredly be very nearly as bad in its effects. Our greatest danger is from those of our own house. Some of the Anglo-Chinese journals are beginning to talk the wildest nonsense about our permanent occupation of points of Chinese territory, and each has his favourite nostrum of a province or a port. Continental journals will be sure to follow suit." Thus the *Daily News*, the organ said to represent the Nonconformist conscience, a paper, however, little in accord with the spirit of the great PROTECTOR, who secured for England her first colony and laid the foundations of her navy and empire. The charge made against the Anglo-Chinese Press is not true, though there have of course been suggestions for the acquisition of Chusan or some port further north than Hongkong for the purpose of protecting the vast British commercial interests in China. There would never have been even this suggestion offered had it not become apparent during the recent war that China is incapable of defending herself from attack, and that she may at any time become the prey of some great military Power. The *Daily News* need not be alarmed lest a jingo spirit should be developed among British residents in the Far East; the latter have much more cause to dread the growth of insular selfishness and pusillanimity in the Radical strongholds in Great Britain. The policy of the Little Englanders, of whom HENRY LABOUCHERE, one of the principal proprietors of the *Daily News*, is a leading light, is to gradually get quit of India and the Colonies, so that they may be at liberty to devote all their energies to the working out of social problems in a direction that would reduce the country to the condition of a self-supporting but squalid commune. Fortunately, in spite of the general ignorance of Britons as to the location, extent, and condition of the numerous colonies and dependencies of Queen VICTORIA, the mass of the nation are proud of the Empire, intimately concerned in the diffusion of its commerce, and are fully determined to maintain and even extend it, if need be.

REPORTED GERMAN OCCUPATION OF QUEMOY.

It was reported in town on Thursday that the Germans were engaged in surveying Quemoy and its approaches preparatory to the occupation of the island. The German fleet, as already announced, was recently ordered to assemble at Amoy. Quemoy, or Kinmun, is separated from Amoy by a channel five to seven miles wide, in the middle of which is Little Quemoy Island.

We have not the precise measurements of Quemoy, but roughly it may be described as rather larger than Amoy and about half as large again as Hongkong. It has a considerable quantity of flat and cultivated land, the low rice grounds or its south-west shore presenting a striking contrast to the high land on Amoy. Its population is much smaller than that of Amoy island, as it possesses no large city or town.

H.M.S. *Porpoise* arrived here yesterday from Yokohama. The despatch vessel *Alacrity* left yesterday for Singapore. The *Centurion*, with Admiral Buller on board, leaves for the same destination this morning.

AN ENGLISH MAN-OF-WAR BOAT CAPSIZED.

FORTY-EIGHT MEN DROWNED.

On Friday morning a telegram was received by Admiral Buller stating that a pulling launch belonging to H.M.S. *Edgar* at Chemulpo had capsized and forty-eight men who formed a landing party were drowned. Beyond this brief message no further information about the sad occurrence has been received.

FURTHER PARTICULARS.

The Commodore has since received the following telegram:—

Landed for drill under the Gunnery Lieutenant.—Weather being quite fine at the time, started pulling back, but tide being strong anchored and made sail, double reefs. About this time wind and sea increased, but no danger was anticipated in proceeding. Boat ran under and filled seven cables from ship. Prompt assistance was rendered, and twenty-three men were saved."

NAMES OF THE DROWNED.

The following list gives the names of those who were drowned:—

Gunnery Instructor—Bailey.
Second Class Petty Officers—Elton, Rieb.
Leading Seamen—Gilding, Cook.
Signalman—Burtenshaw.
Able Seamen and Ordinary Seamen—Chapman, Kay, Lininord, Fancott, Sobey, Gregory, Jennings, Johns, Hearle, Bowden, Hancock, Smith, Harrington, Nash, Murray, Devlin, Mahony, Manning, Sibley, Long, Greasley, Doran, Martyn, Black, Cook, Davies, Andrews, Harland, Gough, Avery, Webb, Moss, Cuttings, Pettit, Wille, Drake, Cunningham.
Boys—Twidale, Pratt, Hathway, Brown.
Bugler, R.M.L.I.—Warren.

THE HEAVY MONSOON.

The *Phra Chom Klao* from Bangkok arrived on Friday, having taken fifteen days to complete the voyage. She left Bangkok on the 30th October and had fine weather as far as Padaran. After passing Padaran a strong monsoon was encountered with heavy sea and violent squalls of rain, and the vessel shipped a lot of water. On the morning of the 4th inst. a Chinese sailor was thrown down and one of his ribs was broken. On the 6th a moderate gale blew, and this weather continued until the 12th, when the quadrant of the steering gear snapped and steering had to be done by hand. The weather moderated on the 13th and it was fair to port. The fresh provisions were all used up and for three or four days the officers had to subsist on tinned meat and rice.

The steamship *Sishan*, Captain A. Murphy, which arrived here on Friday from Saigon, reports that from Padaran to Hongkong she encountered continuous gales from the northward, with very heavy sea, which did considerable damage to the fore part of the vessel, the galleys being completely gutted out and rice boilers, etc., washed away. On the 11th inst., during a heavy gale, a sailor, whilst securing the port life-boat, which had got washed adrift, fell overboard. The ship was hove-to and life buoys, etc., thrown over and with considerable difficulty, owing to the heavy sea which was running at the time, a boat was launched and fortunately managed to rescue the man and get back on board without any further damage. Another member of the crew was knocked down by a sea and had his head severely cut and was otherwise bruised. The heavy weather continued throughout the remainder of the voyage.

The *Maria Valerie* also has the appearance of having had a dusting, but she has made no special report of her experiences.

The *Pakhoi*, a new ship belonging to Messrs. Butterfield and Swire, left Singapore last Sunday week for Hongkong, but she has had to put in at Saigon for coal.

The anxiety which was occasioned by the non-arrival of the French mail steamer *Saghalien* was relieved on Saturday morning when the vessel was signalled from Gap Rock. The steamer left Saigon on Sunday evening and was due here on Thursday morning, so that she was

two days overdue. The cause of the delay was happily not of a serious nature, a fierce gale and tremendous seas alone being the source of the trouble. Happily no damage whatever was done to the vessel and none of the crew or passengers, among whom were upwards of four hundred Chinese, were injured. The bad weather was first met with at mid-day on Monday when a strong north-west gale blew, and north, north-east, and east seas were encountered and the decks were continually flooded. The passengers were kept below and everything was battened down. On Wednesday and Friday the force of the wind and sea was so great that only four knots an hour were made, and it was not until St. John's Island was reached that the storm moderated. Then the weather was very foggy, but it cleared as Gap Rock was approached. During the eventful voyage scores of capsized junks were sighted—a sad testimony of the terrific weather which has been experienced during the past week in the China seas.

The *Agamemnon*, from Singapore, was ten days coming up. She left Singapore on the 6th inst. and two days later a heavy gale with high confused seas had to be contended with. The rough weather continued until Gap Rock was reached, and the vessel came into the harbour with her fore topmast carried away. She sustained no other damage.

THE "NANKING" ON A ROCK.

A TOTAL LOSS PROBABLE.

Messrs. Weiler & Co. have received information of the stranding of the Norwegian steamer *Nanking*. She was chartered by a Chihaman in Hongkong and despatched on the 31st October to Newchwang with a general cargo. Captain Sorensen was in command. When off Port Arthur two of the vessel's propeller blades were lost and she at once proceeded to Port Arthur in order to have the repairs effected. For some reason the authorities there prevented her from entering, and Captain Sorensen was compelled to leave with a crippled propeller. On the way to Newchwang the *Nanking* struck a rock and it is thought she will become a total loss. No lives were lost. The *Nanking* was built in Norway last year. She is 1,330 tons gross and 844 tons net.

THE ATTEMPTED REBELLION AT CANTON.

REMOVED FOREIGN ASSISTANCE.

A DYNAMITE BOMB FACTORY.

Wong, the captain of the Chinese gunboat *Chento*, and Ching, the captain of the Chinese gunboat *Anlan*, have been arrested and are now detained in the city at Canton in connection with the late attempted rebellion. It is said they have been accused by enemies who wished to blackmail them and having failed to do so have revenged themselves by bringing this charge against them. It is expected, however, that they will be acquitted.

The three leaders who went up with the men on the *Powan* on the 27th ultimo were executed on Friday, the 8th inst., as already reported. These men were traders who had been abroad to the United States and the Straits Settlements, and had the appearance of men of the better class.

The Chinese have taken up another foreign innovation, viz., to insure that the condemned men were really executed and did not purchase substitutes—a very old and honoured custom—they were in this case photographed when condemned and their heads were again photographed when severed from the bodies. The heads have been publicly exhibited.

A foreigner who located himself at Honam, ostensibly to work up a business, and resided there for some months, suddenly took a trip to Hongkong on the 28th ultimo and returning a fortnight later closed his establishment and departed for good. The house was afterwards found to contain a few empty cement casks, some dynamite fuse and detonators, and indications of the manufacture of dynamite bombs. The said foreigner, it is

reported, had been ordered away from the Sandwich Islands for conspiring against the Government there, so had taken up temporary residence in Canton. The reason for his hasty departure can only be surmised. Part of the time he had a partner, but the latter left some weeks previous to the closing up of the business.

It may be remembered that some months ago certain foreigners who arrived at Hongkong were reported to be engaged in a scheme for wrecking the Hawaiian Government and in pursuance thereof were said to be about to manufacture dynamite bombs in China. Whether there was any connection between these men and the Honam factory we do not know, but the coincidence is peculiar.

During the war between Japan and China an American on his way to China to sell to the Chinese Government an invention which was to blow the Japanese ships to pieces by means of dynamite was arrested while passing through Japan, but was afterwards released. The nature of the invention was never disclosed, but perhaps the would-be rebels at Canton may have purchased or otherwise have become possessed of the secret and have intended to apply it when the projected rising took place, which would possibly explain the existence of the bomb factory on Honam, in connection with which foreigners might be engaged without necessarily being aware of the objects of their employers, but as to the latter point it is unnecessary to speculate.

In a copy of the *San Francisco Chronicle* received by yesterday's mail we find an account of what is termed a new method of warfare "projected by a Colonel McGlashan, which it was at one time in contemplation to introduce to the notice of the Chinese for the destruction of the Japanese and which may have had something to do with the visit of the dynamite agent who was arrested in Japan and also with the recent manufacture of bombs at Canton.

It appears that in Cuba the insurgents are going to use slings and bows and arrows to hurl dynamite among the ranks of the Spaniards. Upon this statement being made Colonel McGlashan had no objection to explain the idea, he being the one who discovered the peculiar fitness of these weapons for discharging the higher grades of dynamite. Colonel McGlashan should be regarded as a public benefactor, because dynamite is the agent which will annihilate the armies of the future and when a battle means the total annihilation of all who participate war will cease. The United States Government has adopted Colonel Zalinski's dynamite cruiser, two hundred thousand dollars are to be expended in erecting a dynamite gun to protect San Francisco harbour, and dynamite torpedoes are recognized by all nations in naval warfare, but until this Cuban dispatch came the public has scarcely dreamed that dynamite could become the principal demon of destruction on inland battlefields. Colonel McGlashan says:—

"The extreme cost of the engines and compressors necessary for the pneumatic gun, as well as their weight and cumbersome proportions, render it impossible that the air gun should ever be practical as an army weapon. There must be something light, portable, simple, and safe in the device that is placed in the hands of soldiers. The sling, the bow and arrow, the skyrocket, the spiral spring, and several similar devices are perfectly safe, are quite efficient, and a man of ordinary intelligence can handle them."

After references to the capabilities of bows and slings, their use in ancient warfare, and their modern development, the Colonel went on:—

"But the reason I speak so positively about these things not revolutionizing warfare is that other inventions will supersede them. I have perfected a machine which might properly be called a Gatling gun in comparison with any of them, for I can shoot 1,000 dynamite bombs per minute and can send them far greater distances than even a ballista or catapult can throw. A ten year old boy could load, aim, and discharge my machine without the slightest danger of being hurt."

"Others will discover methods that are superior to the bow, and even if the Cubans make a success of it its reign will be short lived. I would not have you ignore the bow."

however, for it is a model weapon for close fighting and is an ideal bushwhacker. Being noiseless, smokeless, and invisible, it is irresistible in the darkness. If a man could slip up close to a camp of soldiers he could kill or rout the entire body without their being able to find out where the shots came from. All they would know would be that dynamite bombs were falling from the sky and exploding in their midst. There is not a suspicion of a jar in the action of the bow string, hence pure nitro-glycerine could be fired with impunity if the arrows are properly made to hold the explosive. Shakespeare may have meant more than we suppose when he talked of "the slings and arrows of outrageous fortune," for Spanish soldiers are very liable to consider it most outrageous fortune to be compelled to face dynamite slings and arrows. The vast power of the bow is usually underestimated. England maintains an archery company to this day and when these 'Queen's Archers' shoot for their annual prizes the targets are set 'twenty score yards' distant.

"Besides, if history be true, the Romans used to discharge stones weighing 300 pounds for a distance exceeding one half a mile with a modified form of cross-bow. It was a huge machine worked with levers and screws, but was not a more powerful bow than could be made in this century. Since the introduction of gunpowder the bow and arrow have generally been considered toys, but it would be a dangerous toy which would hurl 300 rounds of nitro-glycerine half a mile into the crowded ranks of a modern army. It is possible that the bow will yet outrank the rifle in deadly work on many a battlefield, now that men know how to tip their arrows. The Chinese were ridiculed during the late war because so many thousands of their soldiers were armed with these primitive weapons. Had they possessed a dynamite factory and a few million homeopathic vials to fill with nitro-glycerine and slip over the ends of their arrows, these same barbarian hordes would have driven the Japanese and their modern firearms into the ocean."

"Was not some suggestion made to the Chinese on this subject?"

"Yes," replied the Colonel, laughing. "I once visited the Chinese Vice-Consul in San Francisco and tried to get him to employ 100 Truckeeites to go to China and show his barbarian soldiers how to shoot dynamite with the weapons they possessed. The Truckee boys knew what the bow and arrow could do, and in the best of faith had agreed to go with me and not charge one cent if they did not drive out of China the last Japanese soldier. The Consul was slow, however, or else he held a grudge against the Truckee boys for driving 2,000 Chinese out of Truckee ten years ago, or perhaps he forgot that Truckee does not love the Japanese any better than the Chinese. At all events, the negotiations amounted to nothing, although at one time the affair had quite a business-like appearance, especially at this end of the route."

"Did the Truckee boys have faith in the enterprise?"

"Perfect faith. Indeed, that would have been the only objection to the project. Why, they began to plan from the very outset to drive the Japanese out by means of Chinese bows and arrows, and then to turn around and make me give them the improved machines with which to drive the Chinese out of China. A bad set to handle these Truckee boys would be if you gave them perfected machines and turned them loose in China. I was glad the expedition failed."

If the Canton rebels had once begun to hurl dynamite amongst the Imperial forces they would have had the game entirely in their own hands.

The *Peking and Tientsin Times* says it is reported that the railway is to be continued to Peking immediately, and that it is to cross the river by a bridge to the north of the property owned at one time by Messrs. Maclay & Co. A station is to be constructed near the Viceroy's hospital. The projected line is to pass to the North of Hai-kuan-su. The terminus at Peking is to be at Sha-ko-men.

ILLEGAL REMOVAL OF OPIUM.

LIABILITY OF THE OPIUM FARMERS.

HEAVY FINES.

At the Magistracy on Tuesday Mr. T. Sercombe Smith gave judgment in the opium case which has now been before both the Police and Appeal Court on two or three occasions. The defendants were the two Chinamen who carry on business as the Man Fook Company (Opium Farmers), and they were charged with removing four chests of opium after seven o'clock at night without a permit. When the case was last before the Appeal Court it was sent back for hearing before the Magistrate.

His Worship said—In this case the facts proved or admitted are—(1) That on the 15th June last the defendants, who together constitute the Man Fook Co. and are known as the Opium Farmers, applied for and received a permit to move four chests of opium from Wing Lok Street to the factory in Morrison Hill Road. (2) That the said permit limited the time of moving to not after 7 p.m. on the 16th June. (3) That the said chests were found being moved at 7.40 p.m. on 16th June. (4) That the removal permit originally issued was in the possession of a person on board the boat in which the opium was found being moved. (5) That no special permit allowing moving between the prohibited hours of 7 p.m. and 5 a.m. was either applied for or issued. (6) That the Man Fook Co., by a letter dated 16th September, 1895, and addressed to the Colonial Secretary, claimed the property in the opium seized at 7.40 p.m. on 16th June. The Court of Appeal in this colony has already interpreted the words "every person moving" in section 11 of Ordinance XXII. of 1887 to mean "every person procuring the moving." Therefore every infringement of the law prohibiting moving can be committed only by the party "procuring the moving." Now, the words "procuring the moving" impart either direct personal accomplishment of the moving or the obtaining of the moving by some other person. If, therefore, it can be shown who was the party "procuring the moving" it does not matter whether such party either personally conducted the moving or effected the moving by means of an instrument. Accordingly, the question here is who is the party "procuring the moving" of the opium, seized at 7.40 p.m. on June 16th? The permit states that the opium was to be moved from Wing Lok Street and the opium covered by the permit was found in a place other than Wing Lok Street, it becomes a fact that the opium had been moved from Wing Lok Street. The distance from Wing Lok Street to the point where the opium was found being moved creates the fact that the moving from Wing Lok Street began before 7 p.m. on 16th June. The permit also shows as a fact that the party "procuring the moving" of the opium from Wing Lok Street was the Man Fook Co. Putting together these three facts, it becomes established that the Man Fook Co. was the party "procuring the moving" of the opium from Wing Lok Street at some time prior to 7 p.m. on 16th June. Bearing this conclusion in mind and remembering that the Man Fook Co. was the only party authorised by the permit to move the opium under any circumstances, and that the permit authorising the moving up to 7 p.m. on 16th June and covering the opium found being moved was produced by a person on board the boat on which the opium was found being moved at 7.40 p.m. on 16th June, and there being no reason to judge that the circumstances attending the moving at 7.40 p.m. differed from those which attended the moving prior to 7 p.m., it becomes an irresistible conclusion, in the absence of evidence to the contrary, that the party "procuring the moving" of the opium up to 7 p.m. was also the party procuring the moving of the opium at 7.40 p.m. on the same day. Touching the measure of the penalty to be exacted for the offence of which defendants stand convicted, it is common knowledge that Ordinance XXII. of 1887 for the better regulation of raw opium was enacted in consequence of the Convention of September, 1886, entered into between the Government and the Chinese Government and

for the purpose of facilitating the tracing of the destination of raw opium. The Ordinance was not enacted in the interests of the Opium Farmers, in whose favour no exception is made save as regards the possession of raw opium in quantities less than one chest. Reflecting that the Ordinance sprang out of a friendly Convention with a foreign power and was framed to assist that power, and that the Opium Farmers, as much as any one else, were aimed at by this legislation, and having regard to the large quantity of raw opium required by the Farmers for boiling purposes and therefore the greater ease with which the absence of a few chests may be procured or accounted for, it is incumbent on me to impose a fine of \$250 on each defendant, and to order the forfeiture of the opium seized.

SELAMA TIN MINING COMPANY, LIMITED, IN LIQUIDATION.

A general meeting of shareholders in the Selama Tin Mining Company, Limited, in Liquidation, was held on Saturday, at noon, at the offices, 9 Praya Central. Mr. W. H. Potts (Liquidator) presided, and there was also present Mr. E. C. Ellis (solicitor to the Company), Messrs H. E. Pollock, G. Stewart, W. H. Ray, J. Orange, E. J. Hughes, J. Macle-hose, T. I. Rose, G. H. Potts, R. K. Leigh, E. W. Maitland, and J. B. Coughtrie.

The LIQUIDATOR said—Gentlemen, the report and accounts having been in your hands for over three weeks, I will, unless you wish otherwise, take them as read. From the inquiries received since the report was issued, many shareholders seem to have no idea as to whether their shares are fully paid or not, and keep sending in their partially paid scrip for the return of 22 cents, stating they had not received my circular of the 30th August, 1894. I wish now to state that my circular was only sent to the fully paid shareholders, and had they not accepted my proposition to pay 22 cents I should have had to make further calls on the holders of all those shares on which only 40 or 50 cents had been paid. All the marketable assets of the Company taken over at their original cost have been realised, with the exception of the head office furniture, valued by Mr. Lamment at \$138, which I wish to keep, but did not care to do so without first obtaining your consent. You will have seen from the accounts that I had in hand on the 30th September \$1,153.05 with which to pay \$722.82 still due to the fully-paid shareholders; from whom I have received no answer to my numerous applications. I now propose to close the liquidation, paying this \$722.82 into court, leaving \$430.23 on hand. This, less \$95.88 for legal, printing, and advertising charges since the annual meeting, leaves a balance of \$334.35, or plus the furniture, of \$472.35, and you have now to decide how this amount has to be dealt with.

MR. POLLOCK.—Gentlemen, as you have just heard from Mr. Potts, there will be a balance in hand which is estimated at \$472 odd, after depositing money in the bank to pay off the 22 cents a share to fully-paid shareholders. Mr. Potts, when he was appointed liquidator some two years and a half ago had voted to him the sum of \$1,250, I believe, as liquidator's remuneration, and it was anticipated at that time that the liquidation would be finished off in a few months.—I think nine months or so; and I think we all know that Mr. Potts has during the last two years and a half had a good deal of hard work in connection with the liquidation, and I beg to move that this \$472, or whatever sum is ultimately found to be in hand, be paid over to Mr. Potts for his services as liquidator. I feel sure that in view of the protracted nature of the liquidation you will agree with me that Mr. Potts has fully earned this additional sum, and it is no use at all distributing the money to shareholders, because there is so little of it and they are so numerous that it would only amount to a few cents a share. I think I am right in saying it was originally expected that the liquidation would be closed within nine months, and it has now dragged out for two years and a half and it has involved a good deal of correspondence on the part of Mr. Potts. I therefore move that the

\$472, or whatever be the balance in hand after paying over \$722 into the bank, be paid over to Mr. Potts in consideration of his services as liquidator of the Company.

Mr. ORANGE—I have much pleasure in seconding Mr. Pollock's proposition that the balance be handed to Mr. Potts. I know how much work there has been; it has been a task of exceeding difficulty to get at the numerous shareholders, and especially to bring to their minds what was really required, namely, their consent to the proportion which the fully-paid shareholders would receive, and I think Mr. Potts has very successfully carried out an extremely difficult liquidation. I have therefore much pleasure in seconding the motion.

Carried.

The LIQUIDATOR—Gentlemen, I am very much obliged to you for the vote. I assure you that when I took over the liquidation I had no idea it would last so long or that there would be half so much work attached to it. Even now I have been unable to hear from a good many shareholders to whom I want to pay money. There are two other resolutions to put before you:—(1.) "That the account submitted to this meeting and showing the manner in which the winding up has been conducted and the property of the Company disposed of be received and adopted." (2.) "That the books, accounts, and documents of the Company and of the liquidator thereof be retained by the liquidator, he undertaking to destroy the same upon the dissolution of the Company."

Mr. COUGHTRIE seconded.

Carried.

The LIQUIDATOR—That is all the business, gentlemen. I thank you for your attendance.

A LOCAL PATENT.

A recent application for Letters Patent in Hongkong which appeared in our columns brought under our notice a very novel device for closing the filling aperture in kerosine tins. Probably few of our readers do more than casually glance at these applications, and still fewer realize the magnitude of the interests involved in this particular case. The inventor, Mr. C. F. Mendham, an engineer, formerly in the employ of the Hongkong and Whampoa Dock Company, has hit upon the happy idea of closing the filling holes in the top of these tins by a means which at once commends itself to the general public as well as to those specially interested in the industry. The novelty of the invention lies chiefly in the fact that the cap is secured to its seat by direct pressure, no solder being required, and the use of tinman's fires and soldering appliances in proximity to the recently filled tins being entirely avoided, a possible source of danger from fire is at once removed. We understand that the firm of Messrs. Arnold, Karberg & Co., to whose enterprise is due the introduction of the bulk oil business into China, have adopted this system for closing all the tins issued from the extensive petroleum storage and canning installation at Tai-kok-tsui. The special machinery and appliances for manufacturing and closing the cap were made by the Hongkong and Whampoa Dock Company, who, it will be remembered, erected the tanks and set up the tin-making factory. Some hundreds of thousands of tins closed by the new method have already been in circulation during the past few months, and the change has no doubt attracted the attention of some of the more observant. Technically described, the new cap consists of a disc of tin plate, formed with an annular groove around its circumference, which fits over a corresponding projection on the top of the can, the metallic surfaces of the cap and projection being brought into intimate contact by a process of rolling and expanding, and it may be mentioned that herein lies the distinctive feature of the invention, which places it outside the category of stoppers depending for their efficiency upon the accuracy of their fitting. As an instance illustrative of the astonishing rigidity of form which Mr. Mendham has introduced into his cap, we may state that actual experiment has shown that an internal pressure of 250 pounds is necessary to force it outwards from its seat, and as applied to the ordinary kerosine tin it is absolutely tight and secure. We need hardly say that the new

stopper occupies the ordinary position on the tin, and is below the surrounding edges of the top, which protect it from injury and allow the tins to be stacked as formerly. The cap can be fitted as readily to old and repaired tins as to new ones, and a lengthy experience has demonstrated that it is capable of remaining tight under the very rough treatment which cans without wooden cases receive on Chinese coasting junks.

SIGNING OF THE LIAOTUNG "RETROCESSION TREATY."

The *Asahi's* express gives the following telegram from Peking, dated 8th November, 6 p.m.:—

There was another meeting of the respective plenipotentiaries to-day, and the signing of the Treaty has been concluded without a hitch. The compensation is 30,000,000 *kuping* taels, as has been reported, and the Japanese troops in Liaotung are to be withdrawn within three months after the payment of the sum. The payment is to be made within ten days from to-day.

Tokyo, 10th November.

The Emperor ratified the Liaotung Retrocession Treaty yesterday, and the fact was immediately notified to Minister Hayashi in Peking.

CRICKET.

THE CRICKET CLUB v. THE LADIES' RECREATION CLUB.

A rather special interest usually attaches to the meetings of the L.R.C. with the Cricket Club from the fact that it represents in a sort of way the ever increasing struggle between the forces of civilization and refinement, and those of low cunning and brute force; it is a sort of *Miranda-Caliban* contest; in fact, a tussle between the well born and highly gifted in the colony and the raffish of the town.

Of course much curiosity is excited (and many bitter rebuffs experienced) in the selection of the ladies' representatives. It is well understood that they have no use for any but really nice men, and if this is true of the rank and file of the team, how much more true is it of him who selects and captains the team. Oh, you bet, he must be a *real* nice man.

It may readily be imagined that the Ladies of Hongkong do not leave their champions to battle unassisted by every encouragement and sympathy that may be legitimately extended to them, and in the afternoon the ladies' tent was well filled with all the rank, the fashion, and the beauty of Hongkong.

We would that we were in a position to do justice to the scene presented to the eye of the delighted and bewildered spectator in the north-west corner of the ground upon the day in question. Oh, that our words might be of feathers and of fans; of puffs and patches; of pleats, polonaises, and pelisses (correctly, Mr. Printer, if these words are improperly spelt); or, more difficult still, that we might speak of the perils that lie screened behind the fringed curtains of a hundred eyes; that we might hint of voices that are "like softest music to attending ears;" or that we might adequately describe the fact that their golden hair was hanging down—but stay, we fancy this phrase has been used before. Our old friend Solomon, mind you, he could have run you off a little word-painting upon an occasion like this. He did not stick at a trifle when he wanted a metaphor or a figure of speech. What a fortune that man would have made as a special reporter; though we must say that we think he laid it on a bit too thick occasionally. Some of the terms he applied to his beloved make one inclined to think that he was trying to pull her leg, we mean that they were uttered in the way of badinage and are not to be taken quite seriously. Any how, we don't know any ladies in Hongkong who would take it as a particular compliment to be told that their hair is like a flock of goats, or that their noses are like high towers that look towards Damascus. Of course times change and tastes change with them, and we are inclined to think that noses are worn smaller now, and the taste in hair is different from what it used to be.

But we fancy we hear the indulgent reader—you notice that in these little exchanges of confidence between the editorial staff and the reader it is always the gentle reader, or the intelligent reader, or the indulgent reader. This is not mere sycophancy on our part; believe us, for if we had reason to believe that you were otherwise than gentle and intelligent, be assured that we would unhesitatingly say so; but in the absence of proof positive to the contrary we persist in thinking well of you; and between ourselves you would not be any better pleased if we referred to you as the addled-brained reader, or the chuckle-headed reader, or even the puzzle-pated reader. But—to return to our muttons once more—we fancy we hear the indulgent reader say, "Well, but what about the cricket and the scores, &c." My dear sir, or my good madam, or fair miss, as the case may be, to blazes with the scores and the devil take the cricket. Do you suppose that on an occasion like this any body bothers his or her head about the cricket, or that any member of the Cricket Club would not prefer to be beaten into dust at the fair hands of their opponents to achieving the most heroic victories over our enemies. At these meetings, believe us, the play is *not* the thing. What does it matter that Mr. Anderson made 44, or that Mr. Anton and Mr. Vallings put on nearly two hundred runs for the eighth wicket. Who cares to learn that Mr. Elliott took 5 wickets for 49 runs, or that Captain Hadly was missed at point. Suppose the wicket at the City Hall end was a trifle bumpy. Granted that Mr. Firth was getting a bit of work on. We ask you what does it matter, so long as the broad fact remains that the Cricket Club have been once more honoured with the presence of the L.R.C. upon their ground, that the sun has shone, and that the band (by the great kindness of Major Faithfull and the officers of the Hongkong Regiment) has played.

One very curious optical delusion was to be seen during part of the second innings of the Club; wreaths of smoke appeared to be issuing from the lips of one or two of the outfielders. Of course it could not have been smoke, really, because, as we understand it, people don't smoke on a cricket field, but the delusion was complete—possibly it was due to refraction of the atmosphere. We hope the Club will get Dr. Doberok to get the refraction altered before the next match.

L.R.C.		
C. W. Knox, c Anderson, b Elliott	15	
G. D. Campbell, c Ezekiel, b Firth	15	
Surg. Major Wade, b Elliott	10	
Capt. Eccles, R. B., b Elliott	1	
C. V. Percival, R.B., c Anderson, b Elliott	0	
Rev. Vallings, b Gillingham	57	
K. W. Mounsey, c Elliott, b Davies	2	
Dr. Atkinson, c Gillingham, b Elliott	0	
A. S. Anton, not out	11	
P. B. Sheldon, not out	6	
Surg. Major Westcott, did not bat	—	
Extras	18	
Total	172	

BOWLING ANALYSIS.

	Overs.	Maid.	Runs.	Wide.	N.B.	Wicket
C. M. Firth	22	5	59	1	0	1
Gillingham	20	4	57	0	0	1
H. M. C. Elliott	14	5	49	0	0	5
P. G. Davies	9	2	33	0	0	1
T. S. Smith	6	0	26	0	0	0
R. F. Lammert	4	0	21	0	0	0
Anderson	2	0	7	1	0	0

H.K.C.C.		
G. R. Gillingham, c Atkinson, b Vallings	6	
C. M. Firth, b Campbell	13	
P. G. Davies, c Eccles, b Vallings	15	
T. S. Smith, c Eccles, b Vallings	1	
Extras	13	
A. Anderson, st. Sheldon, b Vallings	44	
Capt. Hadley, c Westcott, b Vallings	6	
H. M. C. Elliott, c Sheldon, b Westcott	10	
W. S. Firth, b.w., b Westcott	9	
E. Ezekiel, c Sheldon, b Vallings	2	
R. F. Lammert, not out	4	
J. Hooper, c Reade, b Vallings	8	
Extras	9	
Total	127	

BOWLING ANALYSIS.

First Innings.						
	Overs.	Maid.	Runs.	Wide.	N.B.	Wicket
Vallings.....	16	2	73	0	0	7
Campbell.....	8	2	27	2	0	1
Westcott.....	7	2	18	0	0	2
Second Innings.						
	Overs.	Maid.	Runs.	Wide.	N.B.	Wicket
Reade.....	5.3	0	19	0	0	5
Eccles.....	5	0	38	0	0	1

SIR NICHOLAS O'CONOR.

H.E. Sir Nicholas O'Connor arrived at Shanghai on the 11th inst. by the *Lienshing*, and was received at the Associated Wharves by Mr. Geo. Jamieson and some others. When the *Lienshing* passed Taku Sir Nicholas received a salute and he was saluted by H.M.S. *Spartan* at Woosung. His Excellency proceeds home by the P. and O. steamer *Mirzapore*, leaving Hongkong to-day.

The Peking correspondent of the *Mercury* writing on the 4th inst. says:—

The British Minister and Lady O'Connor left this city, this morning. Their departure is a great regret to many. The last few days he has been extremely busy in making or receiving calls. On Wednesday, the 30th October, he received the call of the Grand Secretary Li, which lasted for nearly three hours. On Thursday he made his final call on Li and afterwards on the Tsungli Yamen. On Friday came the final audience with the Emperor. On Saturday came the final return calls of the Tsungli Yamen. We believe we are correct in saying that, notwithstanding the sharp disputes and actual collisions of the last few months, these last interviews were most cordial. More than that, Sir Nicholas has convinced the Tsungli Yamen that England is a friend and not a foe of China, and has scattered the lurking suspicion that England cared not for China and its welfare. And still more important, the Minister urged as his final word of counsel that the Princes and Ministers delay no longer in starting reforms and improvements and in employing capable foreigners for such undertakings. His words made a very deep impression on Prince Kung and came as with authority from a straightforward outspoken, true friend, who was leaving them probably for ever.

At Tientsin on the 6th inst. the departing Minister was entertained at a banquet by the British community. Mr. E. Cousins, Chairman by the Municipal Council, presided. We take from the *Peking and Tientsin Times* the following report of the speech in which the Chairman proposed the health of the guest of the evening and Sir Nicholas O'Connor's reply:—

The CHAIRMAN—Gentlemen, the members of the British community of Tientsin are assembled here this evening to do such honour as lies in their power to a highly distinguished diplomatist and fellow citizen upon whom Her Majesty the Queen and Her Majesty's Government have recently conferred both an enviable distinction and high promotion. Sir Nicholas O'Connor has, as you are all aware, been Her Majesty's representative and our Minister in this Empire for nearly four years—four eventful years I think I may safely say these have been—at the end of which he has received from those best able to judge of his work and services rewards of which any loyal and faithful servant of his country may well be proud. Sir Nicholas O'Connor, within the past few months, has had an almost unique experience of confidence and approval on the part of two British Governments who, although entirely opposed to each other in home politics, severally and jointly have shown their appreciation of and the value they set upon the work done by H. E. during a long and honourable career in the Diplomatic service. On the recommendation of the late Liberal Government, of which Lord Rosebery was first Minister of Foreign Affairs and subsequently Premier, Sir Nicholas O'Connor was created Knight of the most Honourable Order of the Bath, and on the advice of the Marquis of Salisbury, the present Premier and Minister of Foreign Affairs, he has since been promoted to the highest rank to which a Diplomatist can aspire and attain—that of Ambassador Extraordinary and Plenipotentiary. Such signal testimony to their merits falls but to the lot of few and taking advantage of H.E.'s passage through Tientsin to assume possession of the important post to which he has been appointed, it is our wish to give expression at this banquet to our feelings of regard and good will towards our late Minister,—to congratulate him upon the well deserved honours and promotion which have fallen to his lot—and in saying "Farewell" on his leaving these shores, to use this word, not merely in its usually accepted and conventional sense as signifying depar-

ture, but in its wider sense, that he, that Lady O'Connor, and those near and dear to them may fare well and enjoy in the fullest degree long life, happiness, and prosperity wherever they may be. I have already said that the diplomatic career of Sir Nicholas O'Connor has been a long as well as an honourable one. Few, seeing the youthful appearance of our guest of the evening, would readily believe that H. E. has already had within a few months of thirty years of hard and useful work in the public service, but such is the case, and his experience has been not in any one place but all over the world—in Berlin, Washington, Madrid, Rio de Janeiro, Rio Grande do Sul, Paris, Bulgaria, and last but not least in China, where he has spent on two occasions six years of a useful and busy life. I do not propose to give at length a list of Sir Nicholas O'Connor's public services; this would run to too great a length; but I think I may be permitted, and I hope with your approval and in consonance with your views, to say a few words of how we here have found and appreciated him. I address myself of course more particularly to the members of the British community of this settlement, who I am glad to see here represented without distinction of class or of profession, all anxious to show their regard for the guest of the evening. We also welcome the presence of the representatives of other nationalities resident in this settlement and we thank them for the honour they have done us in accepting our invitation. We consider their presence as a proof of the good feeling which exists between them and ourselves, and which we trust will always continue. The motto of our settlement is *Comitas inter gentes*; it has been our earnest wish to live up to this motto, and I hope it may not be considered out of place if I venture to say in the position I occupy as Chairman, for the time being, of the Municipal Council of this settlement that there has been no "Great Wall" built round its boundaries, but that it has been free and open to all nationalities without distinction, and I am glad to be able to add that no small part of the progress the settlement has made and the prosperity it enjoys have been due to the work and efforts of members of other nations than our own. Some of these nationalities have now acquired or are about to acquire settlements of their own, and we trust that these may in due time prosper and succeed, adding, as in such case they must do, to the importance and prosperity of the port in which all residents here are directly or indirectly interested. But, gentlemen, if this British settlement has made rapid strides in material improvement and in prosperity, as I believe it is generally acknowledged it has done, we are desirous of paying a just tribute to what Sir Nicholas O'Connor has done to aid us in securing this result. Not merely has Sir Nicholas O'Connor taken a constant and keen interest in trade and commerce, to which I shall make further allusion, but within the limits of the general regulations which rule all British settlements, H.E. as Minister and Representative of H. M.'s Government, has allowed us a free hand in the management of our local affairs. He has evidently, and as we believe rightly, held that local men should know their local interests best. This has not always been the case, and we are proud of, and grateful to, H.E. for the confidence he has reposed in us. The politics and diplomacy of Tientsin may be summed up in one word—"Trade"—and I repeat that in regard to the promotion of trade and commerce Sir Nicholas O'Connor has always shown "a constant and keen interest." I am glad to be charged to say by the members of the British trading community of Tientsin that one and all of us are sensible of, and fully appreciate the efforts he has made on our behalf, as well as on the behalf of British trade and traders throughout this vast Empire. I am also charged to say more: the members of this commercial community have had, owing to their proximity to the seat of Sir Nicholas O'Connor's labours, better opportunities perhaps than others more remote of appreciating our Minister's close attention to all business matters brought under his notice, and of his unvarying courtesy and attention to one and all who have had occasion to come in personal contact with him in regard to such or other matters. Sir Nicholas O'Connor has always been

readily accessible to every British subject needing aid or advice, and has rendered them all the assistance that has lain in his power to give. We wish to publicly express our thanks to him for this, and gladly avail ourselves of the opportunity of doing so to-night. Commercial rivalry in the Far East has of recent years become keener and keener. The time when China was considered an *El Dorado* for British merchants to accumulate rapid fortunes has passed—I may say has long passed. British subjects coming out here find they must spend a life time to accumulate a modest competence, even if they accomplish so much. In this settlement we hope H. E. will have noted that we recognize and are using our best endeavours to meet these changed conditions. We have established a park and recreation ground to benefit the young as well as the other members of the community; we are on the eve of establishing waterworks to insure a good and ample supply of water to every household; we are building substantial houses and godowns of the most modern and approved type, and educational measures and public schools for the near future are under consideration, as well as other permanent improvements. What we thus venture to say of ourselves is not said in any spirit of vain self-laudation. But we are in a "far country" the most remote of British trading settlements, and as Sir Nicholas O'Connor has in the past done his utmost to help our modest efforts to promote British trade and to aid us to thus find employment, in however small degree, for the large majority of the forty millions of our fellow citizens at home, we feel sure that rather than confining ourselves to purely personal eulogy and the services he has already rendered, he himself would prefer that we should show our confidence in his good will towards us in expressing to him our earnest desire and petition that on his return to England he will continue to use his powerful influence to further British trading interests in the Far East. His Excellency has already helped to diminish one of the disadvantages under which we stand in comparison with our neighbours, namely, in regard to transit-passes (which still need further reform) and we trust he will impress upon the home Government the vital importance that we shall in the present or the future in no wise and in no matter great or small be handicapped in our friendly rivalry with other nations for trade and commerce with this Empire. We feel sure, Sir Nicholas, that in asking you to continue to be thus the advocate of the peaceful interests of British traders in China we shall have your sympathy and support. Although the highly important post to which you have been appointed as Ambassador Extraordinary and Plenipotentiary to Russia will remove you far from us, and new duties and new friends will have their claims upon you, we all here trust that you will not forget your friends in this remote country and particularly of those here assembled in representation, as I have already said, of the entire British community in Tientsin. Gentlemen, I ask you to drink with all honours to the health, long life, and prosperity of His Excellency Sir Nicholas O'Connor, and of Lady O'Connor, to wish him and his family a pleasant and prosperous voyage to the home which is dear to nearly all present, and further to wish him all success in the high and important post to which he has been promoted.

After drinking the Minister's health, three hearty cheers capped with a melodious "tiger" were given.

SIR NICHOLAS O'CONOR in responding, notwithstanding a strong disclaimer, proved himself a true Irishman by the ready, racy, and graceful manner in which he delivered his speech. It was in the following words, which gave great delight to the listeners. Mr. Chairman and gentlemen, I beg to express my very sincere thanks and great appreciation of the kind way in which you have been good enough to propose and to receive the health of my wife and myself. I should have listened with more satisfaction to the eloquent speech of the honourable chairman of the Municipal Council, were it not for the far too flattering terms in which he was pleased to allude to my poor services on behalf of British interests in China. I felt the more strongly the absurdity of taking credit for special success

in this department, when I saw round the hospitable municipal table the familiar faces of those fellowcountrymen who I am justified in saying are the same material, filled with the same tenacity of purpose and firm resolution, and endowed with the same qualities that went to build up, shape and consolidate the world-wide trade and commerce of the British Isles. I have done but my duty, and this in a very faulty and imperfect manner, and if I have met to-night with an excessive meed of commendation, it is owing simply to the fact that I have tried to do my best for the interests and development of British trade and commerce in this vast Empire, a trade that not only enriches the labouring classes of the mother country, but brings content and prosperity to the country in which we are residing. These pursuits of our countrymen are followed in friendly rivalry with other nationalities, and the competition, if understood in the way Britons understand it, leads, not to hatred or enmity, but to that fair, open competition which the British subject is taught to respect from his school-days to his declining years. The gentlemen of the Consular Body who have been kind enough to come here to do me honour this evening, in company with my countrymen, will bear witness freely concerning the feelings and sentiments which I have expressed in this respect. I suppose it is in great measure due to the fact that geographically we have been nearer to each other, and therefore had an opportunity of becoming personally acquainted, that I feel to-night that I am surrounded by my old friends and trusty countrymen, who have united for the last time to bid me "good-bye" and "safe home." These are words that sink into the Briton's heart, be they said or heard, but they are not the first proofs of kindness I have had from the British residents in Tientsin. They have been "to my weakness ever blind, and to my failings ever kind," and their encouragement and support has been grateful in the uninterrupted succession of what I should like to think is meant as friendly criticism, no doubt for the benefit of its subject, and not the particular fad or idea of the author, which has been pretty well uninterrupted for the last thirty years. The British Minister is not, as some suppose, by any means a recluse, studying the abstract philosophy of Buddha within the ancient walls of the Chinese Fu, better known as the British Legation. Far from it: his life is mentally all the more active that there are no distractions to absorb his time which I venture to say is given ungrudgingly to looking after and protecting, to the best of his ability, those interests with which he is entrusted. Many of you, gentlemen, would, I venture to think, be surprised if you knew the minute acquaintance the British Minister has with his countrymen in the ports of China, how much he lives their life and shares their longings and efforts for the extension of trade and the better understanding with those who will equally profit by the closer connection with each other. But it is a pleasure to meet face to face even once, and I am glad to carry away good wishes from this port, where your energy and enlightened administration of the settlement has provoked the admiration of others, and enabled the honourable chairman to welcome, in language which I heartily share, and would like to emphasize, the accession of a new settlement of a great and friendly power to the older one of Great Britain. Mr. Chairman and gentlemen, I thank you deeply and sincerely for the honour which you have done me this evening, for your support and encouragement and brilliant example of attention to duty and to the care of those questions with which you have proved yourselves so competent to deal. I thank again the members of the Foreign Consular Body who have likewise honoured me by their presence at this hospitable board.

The kind words of "good-bye" which you have made resound in this fairy-like hall (the arrangement of which does such credit to the artistic taste of your distinguished Secretary) will be engraven on my memory, and if my power of expressing myself has fallen so lamentably short of my feelings, I know that you will be for the last time tolerant to my shortcomings, and accept, on behalf of my wife and myself, our heartiest thanks for your good wishes for a safe and prosperous voyage to that home which

is dear to all of us, and where I hope I may have the chance of meeting some of you again, who, like myself, have returned from distant exile.

SIR N. R. O'CONOR AND THE SHANGHAI CHAMBER OF COMMERCE.

On the 14th inst. Sir Nicholas R. O'Connor, the retiring British Minister to China, received a deputation from the Shanghai Chamber of Commerce with the object of discussing certain points affecting British trade in China. The proceedings, which were of an informal character took place in Mr. George Jamieson's room at the Consulate-General.

Mr. A. P. MACEWEN, having introduced the deputation, said:—

Your Excellency.—Upon your arrival in Shanghai this week you were good enough to acquiesce in the request made by the Committee of the Shanghai Chamber of Commerce to grant them an interview, primarily with the object of discussing certain matters of commercial interest in which I say not only British, but all nationalities trading in this place, have an interest.

In accordance with the suggestion made by your Excellency upon your arrival in China in the autumn of 1892 a fund was raised for the preliminary survey of the Woosung Bar and the services of Sir Charles Hartley were engaged for the purpose, the scheme having received the sanction of Li Hung-chang, and the Shanghai Taotai having subscribed to the fund. As you are aware the illness of Sir Charles Hartley prevented him from fulfilling his engagement. We are now in treaty with Sir Charles Hartley and Messrs. Cooke, Sen and Matthew for a joint survey and a definite reply is expected from them soon. What I would ask now, sir, is this. Are the Chinese now likely to look upon the proposed survey with favour and are they likely to contribute anything to the necessary improvement of the bar?

You may doubtless have heard of the proposal to cut a canal from Kajaw Creek to Woosung Creek by a Mr. Marteau. Is this scheme likely to be entertained and will the Viceroy of Nanking have it in hand, and if so, will any steps be taken to safeguard the tolls likely to be levied on foreign vessels using the canal?

As far as the Chamber is concerned the scheme has never come officially before us.

River Conservancy Board.—The existing regulations for the navigation of the river and bar are unsatisfactory. The Chamber of Commerce has already approached the Board of Consuls, suggesting the formation of a mixed Board consisting of Chinese officials, Customs officers, Consular Body, Chamber of Commerce, and a legal adviser, but no favourable answer has been received. Is there any possibility of its being made a special arrangement between the Treaty powers and the Chinese Government?

Then, as regards the Yangtze river navigation. The regulations of the Yangtze were established by special treaty many years ago at the time of the Taiping rebellion when Nanking and other places on the river were held by the rebels and the necessity which justified for special and stringent rules has long since passed away. River passes for steamers proceeding to local or to Yangtze ports are felt an unnecessary hardship, and we should be glad of your Excellency's opinion as to there being any prospect of their being abolished.

The system also of depositing coast trade duties on exports from the Yangtze ports by river steamers is found to be a serious hindrance to the shipping trade, and is of no practical service, and as an evidence of the heavy tax this is on shipping, etc., may be instanced that at the close of 1894 the amount of unrefunded deposit duties was £135,000. Is there any prospect of these regulations being removed?

Differential Taxation on Foreign Goods as compared with Chinese-made.—This is a point of growing importance in view of the development of manufacturing industries in Shanghai. We have already addressed the British Consul-General on the matter and shown that Chinese spun-yarn from the local mills is exempt from likin on payment of a royalty amounting

to 1½ per cent.; the likin charges on foreign made yarn have been increased and new likin stations established. Goods made locally as well as foreign imported goods both equally require protection. The point it appears to be determined is—Will foreigners be able to export their manufactures on equal terms with native industries?

A case was brought to my notice yesterday, viz., that a bale of Bombay yarn, for example, shipped to Tientsin via Amoy would pass through for one duty, whereas a bale of yarn shipped direct from Shanghai would bear one duty and a half transit passes.—The Chamber has been in recent communication with Consular and Diplomatic Bodies about the great delay there is in the issue of these by which the value of passes is rendered nugatory. Would it be possible to arrange with the Tsungli Yamen that transit passes should be issued by the foreign Customs immediately on application instead of having to send in to the Taotai's yamen for them. Transit passes would then be of value and as far as the Chamber can ascertain, this could be done without any more trouble to the Customs than is now occasioned by sending in the application. The Chinese authorities appear to think that a new system is impossible because the old, so useless and cumbrous, has existed for years.

The Chamber has recently received complaints from all quarters of the glaring dishonesty of native cotton ginners in watering cotton brought to market. This evil would be checked if cotton ginning establishments under foreign management were worked in the cotton districts where they could ensure an honest delivery of cotton. Does your Excellency think that it would be possible to carry out this scheme?

As regards land regulations and extension of the settlement, your Excellency will recollect that your attention was drawn to the fact that the revised land regulations of the settlement have been for many years lying in Peking and the interests of the settlement have suffered because they were not permitted to have force. Is there any prospect of the regulations being approved?

The settlement itself is now far too limited for the foreign residents owing to the great influx of Chinese which is steadily increasing. There is not room for residential and business premises for foreigners and the roads which were originally given up for the benefit of foreigners greatly are monopolized by natives, a fact which I have no doubt your Excellency has observed during your short stay here. It is absolutely necessary that some considerable extension should be granted. Do you think, sir, that this question would be favourably received by the Tsungli Yamen and that the Diplomatic Body would be disposed to give its support to the wish of this community?

Sir N. R. O'CONOR in replying said he had to thank them very much for coming to see him that morning, and giving him an opportunity of a few minutes friendly conversation on subjects of very deep interest to all engaged in commercial pursuits in China. It was just about three years ago since he had the pleasure of a similar conversation regarding very much similar subjects. He was then comparatively new to the labours before him and the matters to be treated. They had been his constant companions ever since. It was unfortunate, he thought, that the deputation in a sense were addressing a dying man. Three years ago he was more able to render them assistance than now when he was going to another port, but the interest he had taken in the questions was far too keen to die out in a week or two, and he would have great pleasure in answering the questions, and giving what information he was able to, on the subjects mentioned by Mr. MacEwen. With regard to the Woosung Bar, he had the greatest confidence in Sir Charles Hartley, otherwise he should not have recommended him to the Chamber. He undertook some gigantic works upon the Danube against considerable adverse opinion and the result of the works he recommended was a surplus of something like a million sterling raised without in any way injuring trade. He had a letter from Sir Charles expressing his extreme regret at not being able to visit Shanghai and saying that he had recommended Mr. Matthews

(who belonged to the firm of Coode, Son and Matthews, the head of which was Sir James Coode, who was the president of the Royal Institute of Civil Engineers). It was understood that if agreeable Mr. Matthews would come out here and draw up a report on the harbour works, which he would take home, and in consultation with Sir Charles Hartley would draw up a final report to submit to the Chamber, which he (Sir N. O'Connor) had every reason to think would be as good a decision to work on as could be obtained from any other direction. Of course, it depended on the Chamber how far they went on with their original intention. He thought that at the present moment the Chinese Government, more particularly at this moment, would be disinclined to encumber themselves with any extra financial obligations on the score of the Woosung Bar. On the other hand, they would be glad to allow you free facilities to improve the channel, providing foreign shipping bear the expense. He did not think they would contribute to any large extent themselves at present; they might have done before the war, but the Chinaman was a shrewd commercial individual and his idea was to avoid getting into financial difficulties. He was afraid of getting into the Bankruptcy Court—although Sir Nicholas O'Connor did not think there was much likelihood—and he would not widen any expense if it could possibly be avoided. Therefore, if the shipping could bear the expense, as it did in the case of the Danube, the Government would give their consent. As regards the measures to be taken for the preservation and conservation of the Woosung Bar when the works were completed, the Chinese would look at it probably very much in the same way; it would not detract from the sovereign power, but there would, as on the Danube, be a Board of Conservators, who would attend to measures necessary for the preservation and conservation of the river. He was inclined to think that when the matter assumed a political shape the Chinese would look upon it in very much the same way as European countries have done, as a highway in which all nations were interested, and from which the Chinese Customs would benefit. Having quoted from Sir Charles Hartley's letter to the effect he had previously stated, Sir Nicholas said he knew absolutely nothing about M. de Marteau's scheme. He was told that M. de Marteau was in Peking, but he did not see him (Sir Nicholas), and therefore he knew nothing more than gossip which had been reported to him. It was quite clear it was a very big matter, which could not be undertaken lightly. He understood that M. de Marteau had gone up to Hankow in connection with railways, and a man who was an authority on harbour works could scarcely be expected to turn the next day to surveying railways. There was nothing more complicated than hydraulics, and he did not think Mr. Matthews would undertake to report one day upon harbour works and the next upon railways. Regarding the Yangtze regulations, he wrote to the Tsungli Yamen that the regulations were no longer needed and were inconvenient, and that they should not be altered without consultation with the foreign Ministers. The Yamen replied that it was within their own province to abolish them or not, but he replied that he regarded the Yangtze regulations as a sort of annex or appendix to the treaty and the Yamen must consult with the foreign Ministers. They gave no reply and the matter stood there. As to the payment of drawbacks the American Minister had been moving in the matter, and sometime ago he got a case satisfactorily settled. He (Sir Nicholas) had no doubt it was inconvenient that the merchant should have to deposit so large a sum of money. What his successor wanted in all such cases was definite information in the form of a good memorandum. When a matter was sent up to Peking the Minister tried to get as much knowledge about it as possible, and in the course of three or four days they went to the Tsungli Yamen and found someone had been already coached like themselves and was ready to go on making objections to the questions raised. As far as he recollected Colonel Denby expected the Chinese Government would modify the system of drawbacks sooner or later. It looked promising, but a good many questions

which were in the category of current questions had been put on the shelf under the pressure of the political situation and various more grave matters which had occurred. With regard to the taxation on foreign goods as he understood Chinese manufactured goods would pay more than the foreign imports, foreign imports going to Tientsin, say, would pay five per cent.; goods manufactured here would pay five per cent. and 2½ per cent. for coast trade duty.

Mr. DUNGEON remarked the Chamber understood that Chinese goods were freed from taxation on payment of a royalty to Sheng Taotai.

Mr. JAMIESON said, as far as he remembered, the instructions of Li Hung-chang were that as the whole matter was in an experimental stage, the Chinese would dispense with likin.

Sir NICHOLAS O'CONNOR said he thought the whole subject would be affected by the commercial treaty with Japan and that the best course would be to wait and see what turned out that treaty.

Transit Passes.—The subject was referred some time ago to Peking, but in the note the matter was somewhat mixed up, outward transit passes being confused with inward passes, and the matter never came on for serious discussion at the capital. It had, however, been before the Diplomatic Body, and the suggestions put forward seemed to be fairly reasonable. He recollected Mr. Dudgeon addressing him on the subject at Chefoo and explaining it to him very fully, and he thought it was a matter which required serious attention. It did not matter to the Chinese much whether the Haikwan Taotai or the foreign Customs issue these passes, and it was a matter for the Chinese Government to instruct the Inspector-General of Customs to arrange. He did not care to say very much, but he had heard nothing that would show a want of disposition on the part of the Chinese to come to an understanding which would help trade.

Cotton ginning he did not think it was practicable for him to say much about, because he had no doubt it was one of the subjects that would be dealt with in the Japanese Commercial Treaty, the Japanese being interested in the question just as much as the British. The Japanese might be relied upon to labour the point with the Chinese, and other nationalities would have to watch carefully and see what turned out. Now that the Liao-tung question had been discussed and the evacuation of that peninsula decided upon the negotiations for the treaty would begin at once to be taken up again. They ought, in fact, to be commencing almost immediately, and the Chamber might be assured that their progress would be carefully watched at the British Legation at Peking, where Mr. Beauleck, who was in temporary charge, was quite alive to the importance of the subject. The German and French Ministers and others interested in the matter were watching the negotiations very keenly indeed, and were trying to get as much information with reference to the subject as possible, with a view to the protection of the general trade interests; and, finally, he did not think there would be much use in discussing the question of cotton ginning at length just now on account of the pending Commercial Treaty.

As to the extension of the settlement he was rather inclined to think that the way in which he would be inclined to deal with it would be to buy as much land as possible outside the settlement, as they had a perfect right to do by treaty, and he would make up his mind where it was desirable to extend the settlement. When he had got a competent opinion on that point he would rather like to see foreigners buy land freely in the district selected. In Tientsin the residents had bought land in this manner and were moving for an extension of the settlement, with a much better chance of getting it than the Shanghai residents, simply because they already held the land. If the residents in Shanghai became the principal proprietors of the land he thought they would already have gone a long way to obtain their point. With the growth of manufactures and industries the population would necessarily increase, and he thought if there were no disturbance of ownership or public feeling, which would not be the case if the land had previously been acquired, the Chinese would have no great objection to the extension of the settlement.

Mr. GRAHAM remarked that if the land were simply purchased, under the land regulations, the Council would have no power to tax or police it.

Sir NICHOLAS O'CONNOR agreed with Mr. Graham, but repeated his opinion that it would be well for the Council to acquire the land in the direction in which they wished to extend before pressing for an extension. He entirely agreed that the settlement was at present a great deal too limited and it would become much more so when the manufactures and industries got in full swing. If the settlement grew at anything like the rate at which it had been increasing, the population in ten or fifteen years would be enormous, and Shanghai would soon be the Calcutta of the Far East.

As to the West River, it was a matter of the deepest concern. They might open a very large trade there and for years they had been anxious to induce the Chinese to allow foreign trade along that waterway; and, at last, he thought that the Chinese were coming round to the opinion which had so often been impressed on them, namely, that foreign trade on the West River would be of benefit to the Chinese themselves. The Chinese had an instinctive objection to do anything new, but at last he thought they were seeing that the increased revenue which would result from the opening of the West River would enrich the coffers of the Central Government. They now know how much they had to rely on the Customs and the value of a large revenue, for they had seen that had it not been for the Customs, a hated foreign institution, they would have been in a great quandary, to pay the indemnity demanded by Japan. If China had not been able to find the indemnity no one knew where they would have been or where it would have ended. When he left Peking the Chinese were coming round to the opinion that the opening of the West River would not be such a bad thing after all, that in the end it would mean bringing more money into the country and securing the greater happiness and prosperity of the people. They were beginning to understand the elementary principles of political economy better than formerly, and were coming to the opinion that the opening of the West River would bring in an increase of the Customs revenue, and he would not be surprised if they entertained the matter favourably. At any rate he could assure them it was a matter the importance of which to trade and commerce was appreciated by all the Governments interested in the developments of commerce. Hongkong was very keen on the subject. He had lately read a letter from there to the Dean of the Diplomatic Body asking him to bring the matter forward.

In conclusion, he did not think he had omitted reference to any of the subjects which the Chairman of the Chamber had been good enough to bring forward. It was a matter of regret to him that he was leaving these subjects in which he had been so deeply interested for the past three years. All nations and representatives of all countries in the Chamber of Commerce were concerned in the development of this country and the opening of resources for trade and commerce, and although there was a healthy rivalry between the countries represented here, all nations were working for the same object, were interested in one sole aim to promote the development of China and introduce reforms which would open up the vast and fertile regions in the interior and bring benefits and welfare to the people which were quite unknown at present. In the rivalry of trade between nations there was nothing inimical from one to the other. There was a fair field and no favour, and each country would rejoice in any advantages which the others might obtain, and that made for the increase of trade and commerce in China. On the eve of his departure he could assure the deputation that the questions which had been referred to would be taken up by his successor and in the meantime would occupy the attention of Mr. Beauleck. At the same time they were certainly not passing from his (Sir Nicholas') mind, and if at home he could ever in any way assist in furthering the interests of foreign trade in China by explaining the situation perhaps in a more concrete manner, as a man who had lived here for three

years, than an official who had never been in the country, he would not lose the opportunity of doing so. He was very grateful to the deputation for this friendly conversation. It had been a pleasure to receive them and it was a grief to say good-bye for the last time.

Mr. MACLEOD, on behalf of the Committee, thanked Sir Nicholas for the kind way in which he had received the deputation and for the very interesting manner in which he had dealt with the important subjects touched upon. On behalf of the commercial community he heartily congratulated Sir Nicholas on his promotion and wished him every success.

The proceedings then terminated.—*Mercury*.

SHANGHAI AND HONGKEW WHARF COMPANY.

An extraordinary general meeting of the shareholders in the above Company was held in the Shanghai Club on the 11th inst. to authorise the directors to purchase the whole of Messrs. Jardine, Matheson & Co.'s interest in the wharves now being worked as the Shanghai and Hongkew and Jardine's Associated Wharves and also their Pootung Kerosine Oil Wharf and Godowns thereat: to pay for same partly in shares of the Company: partly in debentures and partly in cash: and if so resolved to terminate the agreement presently existing for the working of said Associated Wharves.

To increase the capital of the Company to Tls. 2,000,000 or such other sum as may be decided on.

To authorise the further issue of debentures.

To authorise the issue to the shareholders in the Company of three shares of the face value of Tls. 100 each for each share now held by them.

To authorise a further issue of shares by tender to the present shareholders or otherwise.

To alter the deed of settlement so as to admit of the above projects being carried out, and specially

(a) To provide for increase of capital. (b) To extend the objects of the Company. (c) To increase number of directors. (d) To enlarge the general powers of the Board. (e) To alter the voting power of shareholders and the means of passing resolutions. (f) To provide different means of altering the regulations, and (g) To provide more in detail for the general working and management of the affairs of the Company.

There were present, Messrs. A. P. MacEwen (Chairman), A. McLeod, J. L. Scott, E. A. Probst (Directors), R. W. Little, C. Dowdall, A. Korff, J. M. Young, R. Inglis, W. Pearce, A. S. Bremner, W. H. Talbot, Jas. Buchanan, H. R. Kinnear, A. W. Burkill, J. Chapsal, H. R. Hearn, C. W. Dickson, S. J. Morris, E. P. Wickham, J. Liddell, E. H. Gore-Booth, H. J. Such, A. J. H. Carlill, E. Jenner Hogg, W. S. Jackson, F. Gove, C. Thorne, L. K. Davis, G. Galles, J. Beattie, J. H. MacLaren, H. M. Bevis, E. Romenet, Ho Kin-chow, and D. Glass (Secretary), representing 265 votes out of a total of 320.

The notice calling the meeting was taken as read and

The CHAIRMAN said—Gentlemen, it will be within your recollection that at our last annual meeting a resolution was proposed and carried that the shares of the Company should be sub-divided, and as this necessitated an alteration in the deed of settlement it was suggested to the General Managers that the time had now arrived when an endeavour should be made to formulate a scheme which would secure for the Company Messrs. Jardine, Matheson & Co.'s interest in the various wharves both freehold and leasehold and form one Company with an increased capital. You are aware that such a scheme has been talked of for some years past and various suggestions made to carry it through, but so far nothing resulted from it. It became a matter to find out what Messrs. Jardine, Matheson & Co. would accept for their wharf interests and to take into consideration whether the price asked would enable the directors to propose a scheme which would in their opinion be to the advantage of the shareholders to accept.

The interests represented by Messrs. Jardine, Matheson & Co. are as follows:—Half share of Ningpo Wharf, half share of Pootung and

Tunkadoo Wharf, Jardine's Kerosine Wharves and Godowns and what are known as Hunt's and Heard's Wharves, in which the following lots are included:—Trannock's, Sassoon's, Keswicks' Trautman's, Sailors' Home. Of these lots two are leasehold, viz., Sassoon's and Forbes' and the leases expire in the year 1907.

For these properties and their half share of the Ningpo and Pootung and Tunkadoo wharves including goodwill of the leases running, Messrs. Jardine, Matheson & Co. ask Tls. 1,140,000, payable as follows:—

In 6 per cent. debentures	500,000
In shares	610,000
In cash	30,000

Tls. 1,140,000

The average earnings of their properties for the past three years as shown by the books amounted to Tls. 87,460 per annum.

It has been represented to us that 6 per cent on debentures is a somewhat high rate in view of the cheaper interest now current. When the scheme was first formulated 6 per cent. was in the opinion of the Board fair, and it merely resolves itself into this, that unless shareholders are prepared to agree, Messrs. Jardine, Matheson & Co. will require so much more for their interest, and it therefore appears that if the scheme is to go through it is as broad as it is long.

The debentures are redeemable within five years from date of issue subject to six months' notice and they are secured by a first lien on the property sold by Jardine, Matheson & Co. only.

The position of the Company will therefore stand as follows:—

Old shareholders, 2,867 shares, get 3 shares for 1	Tls. 860,100
Jardine, Matheson & Co., 6,100	610,000
New shares to be offered, 309	30,900
4,900 shares in reserve	490,000

Thus bringing the nominal capital up to

Old debentures	Tls. 370,000
New debentures	500,000

Tls. 870,000

On the basis of the combined earnings during the past three years (Tls. 25,907 per annum), after paying 6 per cent. to debenture holders, which would absorb Tls. 52,200, there would be left Tls. 113,705 to be divided amongst 15,100 shares, equal to 7.53 per cent.

I think it desirable to make it clear to shareholders that the agreement provides that Jardine, Matheson & Co., are to be permanently retained as General Managers of the Company and seeing that they contribute directly and indirectly 40 per cent. of the earnings and show their confidence in the undertaking by accepting payment in shares and debentures, I cannot imagine that there will be any objection on the part of shareholders. Jardine, Matheson & Co. are bound by agreement to retain a permanent interest in the Company of not less than Tls. 50,000. The 4,900 shares in reserve are included in order to raise further capital should occasion arise. I have now put before you the salient points of the scheme which in the opinion of the Board is fair to both parties and we can confidently recommend it for your acceptance.

Mr. McLEOD rose to speak on the benefits to be derived from the proposed new arrangements as he said he thought an independent opinion from the directors would not be out of place. He gave a short history of the Association from the beginning and contrasted the outlook then with the results now and did not think the shareholders would regret sanctioning the proposed new arrangements.

The CHAIRMAN proposed, Mr. HOGG seconded, and it was carried unanimously—That the directors be authorised to purchase the whole of Messrs. Jardine, Matheson & Co.'s interest in the wharves now being worked as the Shanghai and Hongkew and Jardine's Associated Wharves, and also their Pootung Kerosine Oil Wharf and Godowns thereat and to terminate the agreement presently existing for the working of said Associated Wharves on terms of a conditional agreement dated the 9th November,

1895, between Messrs. Jardine Matheson & Co. and the Company and to issue the further shares and debentures necessary for carrying out the said agreement.

Mr. McLEOD proposed, and Mr. HEARN seconded—That rules subscribed to in the deed of settlement of the Company be altered so that they shall read as in the draft now before the meeting and initialled by the Chairman and that the directors be authorised to issue to the shareholders under the altered rules three shares of the face value of Tls. 100 each for each share now held.

Carried unanimously.

Proposed by Mr. SCOTT, seconded by Mr. BUCHANAN, and carried unanimously:—That the directors be authorised to issue any shares up to 399 and to allot them by tender to the present shareholders or otherwise as the directors may think best.

A vote of thanks to the Chairman for presiding concluded the meeting, which was the most representative that the Company has ever held.—*N. C. Daily News*.

JELEBU MINING AND TRADING CO., LIMITED.

The following is the half yearly report of the Jelevu Mining and Trading Co., Limited:—

Your directors submit a statement of the Company's accounts for the period from 26th January, 1895, to 19th August, 1895, being the first half of the seventh year of the Company's existence by the Chinese calendar. The total number of mines at work on the 19th August was 19 against 22 at the end of the previous half year. The labour force has increased by 117 men and is now 1,039. The amount of ore and tin produced and delivered during the period under report was:—3,404 piculs ore against 4,047 piculs ore and 176 piculs tin for the previous half year, and against 3,620 piculs ore and 165 piculs tin for the corresponding or first half of 1894.

The outstanding advances amounted on 19th August (after deducting \$21,515 written off as bad and doubtful debts) to \$17,854. The sums written off are materially in excess of what was advised by the assistant manager at Jelevu. After paying all charges, writing off the cost of prospecting and surveying and a loss on road contracts, and making the usual allowances for depreciation of houses, plant, and furniture, there remains at the debit of profit and loss account the balance of \$15,937, which will be written out of the reserve fund. The loss arises from the very large sums written off the "advances" account and from the final balance of loss on a road-making contract. The directors never desired the Company to be a road contractor, and from the first they anticipated a loss on the contract, but not so large a loss. The Company continues the work of testing a tin bearing lode at Jelevu. The directors consider that it is proved that there is a lode fairly rich in tin, but also containing minerals that make smelting difficult. They are sending twenty-five tons of lode stuff to Europe for skilled treatment and report. Meanwhile the Company will continue to further prospect the lode. The net cost of prospecting during the half year appears only as \$2,789, owing to the fact that the proceeds of a quantity of tin won during the operations were credited to the prospecting account. The future of the Company very largely depends on the results to be attained from the important concession in Lower Burmah, acquired by the Company from Mr. Menzell and confirmed to the Company by the Government of India. Mr. Money, the manager of the Company, has been and is stationed at Maliwun, and he continues hopeful as to the concession proving of value, when initial difficulties are overcome. The chief of these difficulties are labour supply and the prevalence of opium smuggling. Meanwhile \$38,111 have been spent on the concession and that sum is taken in the accounts as a good asset. The theory is that the concession is worth the sum spent on opening the trade.

J. P. JOAQUIM, } Directors.
ABNOT REID, }

HUTTENBACH BROTHERS & Co.,

General Agents.

Singapore, 7th November, 1895.

BALANCE SHEET FOR THE HALF YEAR ENDED
19TH AUGUST, 1895.

LIABILITIES.	
To capital fully paid up 45,000 shares at \$5 each	\$225,000
To dividends unpaid	1,237
To reserve fund	25,000
To unpaid charges and sundry creditors	4,389
	\$255,627

ASSETS.	
By cost of houses and coolies' quarters and godowns, balance from last account	\$4,371
Additions to property	944
	\$5,316
Less 25 per cent. written off	1,329
	\$3,987
By cost of house and godown furniture, trade utensils, plant, waterways, and roads, balance from last account	\$4,700
Additions	319
	\$5,019
Less 15 per cent. written off	732
	4,266
By Maliwun concession account, cost of concession	\$5,000
By cost of buildings, plant, furniture, boats, carts and bullocks, and ore-bags	9,605
By cost of stock of provisions, stores, opium, and medicines for sale to miners	4,039
By cost of ore in stock	1,343
By balance of advances to miners	6,071
By working and prospecting expenses	10,249
By cash in manager's hand	1,802
	38,111
By cost of 26 pairs of bullocks and 17 carts	\$1,730
By depreciation written off	430
	1,300
By cost of ore-bags, balance from last account	\$302
Additions to stock	460
	\$762
Depreciation written off	400
	362
By cost of stores in stock for sale to miners	15,324
By balance of advances to miners	\$39,368
Less written off as doubtful	21,514
	17,853
By value of ore in stock on 19th August	12,228
By cash in hands of General Agents	14
By cash in manager's hands at Jelebu	1,627
By amounts on fixed deposit and balance of current account with the Co.'s bankers	133,393
By sundry debtors	11,220
By balance of profit and loss account	15,937
	\$255,627

PROFIT AND LOSS ACCOUNT FOR HALF YEAR
ENDED 19TH AUGUST, 1895.

To 25 per cent. written off from buildings and plant	\$1,329
To 15 per cent. written off from furniture and trade utensils	752
To depreciation written off from ore-bags	400
To depreciation written off from carts and bullocks	430
To cost of prospecting	2,789
To cost of re-surveying and demarcating of the Company's concessions	1,775
To cost of roads	113
To general charges at Jelebu	6,284
To general charges at Singapore	
Directors' fees	\$1,500
Auditor's fees, stationery, printing, etc.	286
Agents' commission	1,750
	3,526
To balance of loss on road contracts	6,683
To amount written off from advances as doubtful	21,514
	\$45,613
By balance from last account	\$4,209
By less transfer to reserve fund	2,722
	\$1,486
By royalty and profit on ore and tin	17,732
By profit on stores and general business	7,386
By bank interest	3,069
By balance	15,937
	\$45,613

* All the ore and tin have since been sold and delivered, and the valuation is based on the proceeds.

RAUB.

The following is the mining manager's report for the four weeks ending the 31st October, 1895:—

MINING.

Raub Hole Section, No. 2 Shaft.—The cross-cut going in at the 220 ft. level is now in close on 50 ft. I expect to cut the lode within the next 20 ft. This work has been very much delayed, owing to the very heavy rains and floods we have been having of late. At one time the water rose 90 feet in the shaft. This was caused by the flood-water finding its way through the old native workings, and so through into our old workings; in fact, the whole of the levels and stopes all through the mine were like a shower bath. This flooding caused a delay of four to five days in the lower workings; the pumps in both shafts worked splendidly or the delay would have been greater.

The winze to connect the 120 with the 220 ft. level is down 22 ft. This is being sunk on the lode, which is about 12 inches wide in the bottom of the winze, and will average 12 to 24 inches all the way down. Very fair gold can be seen in breaking this stone.

Stopes.—Work here has been carried on under difficulty, owing to the wet. I am still carrying on work in three faces, but the lode is small, 8 to 12 inches, which shows fair gold. A new 7½ inch draw-lift has been put in between the 120 and the 220 feet levels, as the 6 inch one could not keep away the water. This draw-lift delivers its water to the steam pump at the 120 feet level, and is worked from the pump-rod of the later.

Bukit Koman.—The sinking of the main engine shaft is proceeding very slowly, owing to the heavy water and the hardness of the ground. The water has increased very much of late, and on Saturday last it rose to two feet in the 146 ft. level, there being 95 feet of water in the shaft. This was caused by the water finding its way down from the surface through the old native workings. I hope to have it all out and the men working again by to-night. The pumping arrangements are the same here as at the Raub Hole No. 2 shaft. The shaft is being sunk with a draw-lift worked from the main steam pump rod. It is my intention as soon as the shaft is down the required depth and plat cut to put in the new double action steam pump. This pump is able to raise 60,000 gallons of water per hour to a height of 250 feet. The shaft is now down 93 feet below the 146 feet level, and has seven feet yet to go before it is down the required depth of 100 feet. This I hope to have finished in a fortnight from now.

Stopes.—Work is proceeding steadily in these; although the rains have made them dirty, they have done no damage. They look as well as ever, and there is no change in the prospects. Since starting to draw the crushing stuff from here to the battery by the railway these stopes have supplied nearly all the crushing stuff to the battery. This has given me an opportunity of testing its value, which I am pleased to say is quite up to our late average. Considering the size of the lode and that all ore broken is sent to the mill for crushing this is very satisfactory.

Western Lode.—There is no change to report from here. Stopping is being carried on as usual, and fair gold can be seen in breaking the stone. We have not been able to send much ore to the mill from here since completing railway to the feeding plat, as we could not get the carts to it owing to the embankment of railway obstructing the road into it. I have now made a temporary approach until the hopper at the Western Lode is finished. This I hope to have completed shortly.

Bukit Malacca.—A site has been cleared for the shaft, and a shed 20 ft. by 15 ft. put up over it. The shaft has been sunk and timbered 22 feet. It is 13 ft. by 4 ft. clear of timber divided into three compartments. We can sink no further by manual labour, owing to the water, but as soon as I have time I will put a pump and continue the sinking to a depth of 150 feet before opening out to cut the lode. There are extensive old workings at the site of this shaft, and it is my opinion that we shall have a good mine here. When this work is completed we shall have tested the line of lodes in four places for a distance of over three miles and I know

of several places in between where fair gold is to be got; also at Sungie Argos, a mile further north still. It is my intention eventually to extend the railway to the latter place.

Battery.—This was stopped two and a half days whilst making the embankment and connecting the rails between the Bukit Koman and Western Lode sections of railway and putting in the necessary sidings. Since starting to haul quartz by rail the battery has been kept going full time, and I do not anticipate any difficulty in keeping it going in future. Since the date of the last general clean up the battery has worked 606 hours, crushing 940 tons. A rough clean up took place on Monday last, the 28th inst., when the above number of tons gave a yield of 1,296 oz. amalgam, seventenths of the stuff crushed coming from Bukit Koman, five-twentieths Western Lode, and one-twentieth from the Raub Hole. Crushing was resumed again the same afternoon, the mill going full time since.

Railway.—The rails have been connected between the Bukit Koman and Western Lode section, and hauling was commenced from Bukit Koman on the 16th inst. A preliminary run over the line the night before took place, everything working smoothly. The engine has been running regularly since without the slightest interruption. The line has had a most severe test, as it has been raining heavily with floods since the day it started. All banks and cuttings have stood well, and watercourses have proved ample for the most severe floods we are likely to get. This work has not been completed a day too soon, as had it not been we should now have been in the same fix as last monsoon, when hauling by bullock carts completely failed. All the necessary sidings at the battery and Raub Hole shafts are completed, and the line laid and ballasted to the Western Lode shaft and hopper site. As soon as the hoppers on these two shafts for loading trucks are completed the work of laying the rails and ballasting the line as far as Bukit Malacca will be proceeded with, and I hope to have the whole line finished to the latter place by the end of next month.

WM. BIBBY.

Mining Manager.

THE GREEN ISLAND CEMENT
COMPANY, LIMITED.

An extraordinary general meeting of the above Company was held at the offices, 9, Praya Central, on Thursday, at noon. Mr. R. Shawan presided, and there were also present Messrs. C. Ewens, J. Orange, G. Fenwick (Directors), A. G. Morris, G. H. Potts, C. A. Tomes, A. S. Manners, Fung Wa Chun, and F. J. B. Jorge (Secretary.)

The CHAIRMAN—Gentlemen, the numerous additions which have been made to the present articles of association and the alterations consequent upon the change of management have made it necessary for the sake of clearness to have new copies printed, and this being so your Consulting Committee and General Managers have taken the opportunity to revise the other clauses, many of which have become obsolete or useless. The result is the articles of association copies of which are now in your hands and to pass which in place of the present articles of association this meeting has been called to-day. There are no extraordinary clauses to call your attention to nor anything beyond what is usual in articles of this kind. The principal alterations are in the capital, which of course is now stated as \$200,000, and in the names of the General Managers and their remuneration. Depreciation, which is so often overlooked when times are bad, although it goes on just the same, will have to be provided for in future in accordance with the articles of association and the various special resolutions which this Company passed from time to time have been embodied where necessary. The proposed new articles are now before you, but before asking your approval of them I shall be glad to answer any questions you may wish to put regarding the same. I shall now be obliged if those in favour of these articles will kindly signify their approval in the usual manner by holding up their hands.

In answer to Mr. MORRIS the CHAIRMAN said that a seconder was not necessary.

Carried unanimously.

The CHAIRMAN—I therefore declare these articles of association approved of by this meeting, and I sign the copy I have here accordingly. I now propose "That the new articles of association already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such articles be and they are hereby adopted as the articles of association of the Company to the exclusion of all existing articles or regulations thereof."

Mr. MORRIS seconded.

Carried.

The CHAIRMAN—That is all the business, gentlemen, and I thank you for your attendance. A confirmatory meeting will be called after an interval of fourteen days.

SUPREME COURT.

12th November.

IN ORIGINAL JURISDICTION.

BEFORE SIR FIELDING CLARKE (CHIEF JUSTICE.)

THE HEUNG SING STEAMBOAT COMPANY v. HOPKINS, CUMMING, AND CO.

The plaintiffs claimed \$1,225 balance of passage money due in respect of passengers carried by them under an agreement with the defendants.

Mr. E. Robinson (instructed by Mr. Bowley) appeared for the plaintiffs, and defendant Hopkins personally conducted his case. He sat next his solicitor, Mr. Holmes.

His Lordship—The defendants are Hopkins, Cumming and Co. Who is the gentleman who appears in person and what is his name? Defendant Hopkins—Reginald George Hopkins.

His Lordship—Do you carry on business as Hopkins, Cumming, and Co., or have you a partner?

Hopkins—I have a partner.

His Lordship—Is he here?

Hopkins—No.

His Lordship—Is he in the colony?

Hopkins—I do not know; I have not seen him for some time. (Laughter.)

Mr. Robinson said that no appearance had been entered on behalf of the other partner, who had been served with a writ.

In opening the case Mr. Robinson said that plaintiffs sought to recover \$1,225 in respect of a large number of passengers carried by them under an agreement from Hoihow to Singapore. The defendant admitted certain facts and wished to set up matters in the nature of counter-claim and set-off. He had not petitioned his Lordship, but the plaintiffs did not wish to obstruct him in any way. Counsel then read the plaintiffs' petition, which stated that they agreed to carry by the *Propontis* from Hoihow to Singapore as many Chinese passengers as the steamer could lawfully carry, and who were placed on board by the defendants. The defendants agreed to pay for each Chinese passenger put on board by them the sum of \$5, one half of the sum to be paid before the steamer left, and the balance within one month of the date of the departure from Hoihow. On or about 5th July last the defendants paid the sum of \$2,500 under and in pursuance of the agreement. On the 20th July the *Propontis* sailed from Hoihow for Singapore with 715 Chinese passengers on board, and they were carried safely to Singapore. On or about 20th August last there became due to the plaintiffs from the defendants the sum of \$1,225, being the balance of passage money payable under the agreement. Defendants refused to pay this amount or any part thereof. In the answer to the petition the defendant Hopkins admitted the facts, but said that on the voyage from Hoihow to Singapore the number of passengers carried was 774, being 29 in excess of the number shipped by him. Therefore under a special clause in the agreement, whereby the plaintiffs agreed to pay \$20 per head for passengers not shipped by defendants, the sum of \$580 became due to the defendants.

His Lordship—Then the burden of proof lies on the defendant in regard to that.

Mr. Robinson, continuing, said the defendant further stated in his answer that at the time of signing the agreement the plaintiff company caused the words "grand chop" to be inserted in place of the words "passenger licence," and he was led to believe that the alteration was not material, whereas—

His Lordship—(to Hopkins)—Do you mean to charge them with fraud, because you have no cause of action unless you do? You cannot say that you were "led to believe." If they acted fraudulently by inserting something in the agreement which you were not aware of, then you have a cause of action. It is no cause of action to say that you believe.

Hopkins—It is a fraudulent statement, my Lord.

His Lordship—You wish to charge fraud? Then you will have to amend your answer. Unless there was fraudulent representation there is no cause of action; it is not sufficient to say you were "led to believe."

Hopkins then applied for leave to amend, and the application was granted.

Mr. Robinson—The onus of proof is on the defendant.

His Lordship—Yes.

Mr. Robinson said the plaintiffs' case was that the extra number of persons on board were stowaways, and they were not passengers within the meaning of the agreement.

The following amendment was then made—The plaintiff company caused the words "grand chop" to be written in the place of the words "passenger licence," and the defendant company was led by the false and fraudulent representation of the plaintiffs to believe that the alteration was not material, whereas the passenger licence was a small matter, and the "grand chop" meant the payment of \$874, which sum the defendants have paid to the Chinese Customs at Hoihow for and on behalf of the plaintiffs under protest, and the defendant claims to set off the sum of \$874.

His Lordship—It is very complacent of the plaintiffs. They would be entitled to judgment if they did not consent to these amendments. You have put in a statement of defence which does not disclose any defence at all, and you plead a set off exceeding the claim against you. You must begin your case.

Mr. Robinson asked whether Hopkins admitted that the words "grand chop" meant "tonnage dues payable under the Treaty of Tientsin, Article 29."

Defendant admitted the meaning of the words. Reginald George Hopkins then entered the box and said—I entered into an agreement with the plaintiff company to carry passengers from Hoihow to Singapore, and I produce a copy of the agreement, but it is different from the original. There is a clause in the agreement which provides a penalty should the plaintiff company carry other passengers than those shipped by us.

His Lordship—We cannot get on without the agreement.

Defendant said Mr. Hastings had it.

His Lordship—Then we shall have to adjourn the case as you are not ready to go on. But I am not sure that I will adjourn the case. I will give you ten minutes to get the agreement.

Defendant—Mr. Hastings has it.

His Lordship—You had better try to get it. It is your business and not mine.

At this point Mr. Holmes came into court, and his Lordship said—Here is something that Mr. Holmes has in his hands.

Mr. Holmes—This is the agreement. I had to go to Mr. Deacon's office.

His Lordship—Well, why didn't you get it before? Never mind, go on.

His Lordship then read the following clause in the agreement:—"If the said steamship company carry any passengers other than those shipped by the firm the steamboat company will pay to Hopkins, Cumming, and Co. the sum of \$20 for every such other passenger carried."

Defendant—That is the clause I rely upon. At Hoihow I issued 750 passenger tickets, and handed them to a Chinaman who accompanied the passengers to Singapore. Of the 750 tickets I found that 745 had been issued. Some of these tickets were "halves" for children, so that there were more than 745

passengers on board. On the 20th July the Consul at Hoihow boarded the steamer and counted the passengers. I did not take any steps to identify the persons to whom I issued the tickets. The Consul gave orders that no more passengers were to get on board, and some persons who were going on board were stopped. I do not know whether they were my passengers. Before the Consul counted the passengers the captain had to identify them and the Chinese crew, and the Consul then gave orders that no one should leave the ship, and no one left the ship after the Consul ordered the gangways to be closed with the exception of myself, a constable, and a Chinese watchman. I do not know of my own knowledge that the Consul gave orders that no one was to leave the ship. To my knowledge the watchman found fourteen passengers who did not have tickets. I asked the Consul if I might issue tickets for these passengers, who were set apart. He said "No; no tickets will be allowed to be issued on board the ship." The anchor was lowered by order of the Consul and the fourteen men were sent down to a boat, and he then went with the captain into the saloon to count up the number of passengers that the Consul had tallied. On reckoning up he found that the number was equal to 750 adults. I learnt afterwards that the fourteen passengers came on to the ship again.

His Lordship—Then the number was practically right?

Witness—Well, in tallying there is often a mistake as in the rush there is a probability of missing one or two, so that there may have been more than the actual 750.

His Lordship—You think the tally is unreliable?

Witness—Yes.

Mr. Robinson said part of the ship was barricaded off and the passengers counted one by one.

His Lordship—The only step you took was to give the tickets to the hong and you took no other steps to ship passengers?

Witness—No.

His Lordship—And you do not know what arrangements the people who were acting for you made?

Witness—Except that they gave tickets to passengers, who went off to the ship in boats as they pleased. The harbour master said the ship could carry only 751 passengers.

His Lordship—And you say that some passengers might have been missed?

Witness—Yes.

His Lordship—If that is the case I hardly see how the plaintiffs are responsible for them; the plaintiffs did not carry them as passengers under those circumstances. However, I will see about that.

Witness—The tickets are collected when the ship is at sea.

His Lordship—Did the captain take any part in the tally?

Witness—No.

His Lordship—Nor any of the ship's officers? Witness—No, except to send the passengers aft and see that the holds were clear.

His Lordship—Who applied for the services of the Consul?

Witness—I went to the Consul and applied to him in accordance with the Passenger Act. On arrival at Singapore the man I put in charge of the passengers went to the comprador of the plaintiff company and said there were twenty-nine passengers in excess.

His Lordship—That is not evidence; he may have told an untruth. Did you get any payment directly or indirectly from the hong or from the agent of the hong or from any Chinese agent of the passengers for any passengers in excess of the 750?

Witness—No; I got paid only for the 750. I did not know the meaning of the term "grand chop" until I got to Hoihow.

His Lordship—Tell me something about the fraudulent representation. Who drew the agreement?

Witness—Mr. Ho Wyson.

His Lordship—On whose behalf was he acting?

Witness—The agreement was taken to him by the plaintiff company.

His Lordship—Was a draft submitted to you? Witness—Yes.

His Lordship—When and by whom was it submitted.

Witness—It was brought to me by their broker, Ho Tim.

His Lordship—He is Mr. Ho Wyson's brother, is he not?

Witness—I have been told he is. I came back from Hoihow, where I had been arranging about getting coolies, on the 9th or 10th July. When I went to Mr. Ho Wyson's office to sign the agreement I noticed the alteration on reading the document over again. The words "passenger licence" had been crossed out, and "grand chop" substituted. I called attention to it, and asked for an explanation. Leung Tun Po, the Secretary to the plaintiff Company, said "It's the same thing; it is a Customs term." Mr. Ho Wyson was in the room at the time.

His Lordship—Could Mr. Ho Wyson hear what was said?

Witness—I cannot say for certain whether he overheard the remark or not.

His Lordship—He was there as the lawyer.

Witness—He was paying no particular attention to what was being said. Chun Yat Po (Cumming) was also there.

His Lordship—You did not ask Mr. Wyson what "grand chop" meant, although he was there as a lawyer and the drawer of the agreement?

Witness—No.

His Lordship—You asked for an explanation, and you received none whatever. You were told it was "the same thing." "Passenger licence" is much more intelligible than "grand chop," and you were satisfied with the answer given.

Cross-examined by Mr. Robinson—I was to receive \$5.80 per head of the 750 passengers from the coolie hongrs.

His Lordship—Was the 80 cents the whole of your profit?

Witness—Yes, but after paying the tonnage dues I made a dead loss.

His Lordship—That is all the profit you contemplated—80 cents a head?

Witness—Yes.

His Lordship—Excuse me asking the question, but was there anything in the shape of commission or anything of that sort?

Witness—No. Out of the profit had to come at any rate the passenger licence. We also had to provide food for the passengers. I expected the steamship company would provide food for passengers, but I had to find that myself.

His Lordship—Out of your own pocket?

Witness—Yes.

His Lordship—How much?

Witness—40 cents a head.

His Lordship—40 cents a head for 750?

Witness—Yes. I made an agreement to pay the cook.

Mr. Robinson—You knew you had to pay for the food before you signed the agreement?

Witness—Yes.

Mr. Robinson—The cook obtained judgment against you for payment of the food?

Witness—Yes. Part of it is satisfied; I have paid \$225.

His Lordship—Perhaps in this case that has some bearing. As far as this gentleman's evidence goes it seems to me that it was a very unprofitable contract for him, looking at the payment for food and the payment of the "grand chop."

Witness—I reckoned upon a profit of \$300.

His Lordship—With the payment of the "grand chop" it was absolutely certain that there must be a loss on the contract.

Witness—If I had known that "grand chop" meant tonnage dues I should not have entered on the contract.

Mr. Robinson—Your object in getting this clause in the agreement providing for a penalty of \$20 was to secure the full carrying passenger space of the ship?

Witness—Yes. They might otherwise have shipped passengers of their own, and left no room for my passengers.

Mr. Robinson—You inspected the *Propontis* and told the secretary to the plaintiff company that you thought the Consul at Hoihow would allow over a thousand passengers?

Witness—Yes, I thought she could carry more than 750.

Mr. Robinson—If over a thousand passengers had been carried you would have made a profit even after paying the "grand chop"?

Witness—No, I should have been at a loss.

Mr. Robinson—When the passengers were counted were there any precautions omitted that you can suggest?

Witness—No, I do not think so.

Arthur Raymer was called on behalf of the defendant. On 17th July he was mate on the *Propontis*, and he spoke to the counting of the passengers and the collection of the tickets, when about fifteen persons were found to be without tickets.

The defendants' case having been concluded witnesses for the plaintiff company were called.

Leung Tun Po, the secretary, said when Hopkins asked him what "grand chop" was witness told him all about it and said he would have to pay for it. Witness had these conditions, written in Chinese, with him at the time.

13th November.

Yeung Tum Po, the secretary to the plaintiff company, resumed his evidence, and said—Hopkins, a day or two before the agreement was signed, said the ship was a very good one for passengers, and he wished to have an agreement in English. I said I would arrange that.

Mr. Robinson—Suppose you had not had this agreement for the employment of the *Propontis*, what occupation would the ship have had instead?

His Lordship—That is not material.

Mr. Robinson—I think it is, my Lord.

His Lordship—Why?

Mr. Robinson—I want to show the nature of the agreement, and that the plaintiffs would not have gained anything by paying the "grand chop," just as the defendants say they did not gain anything. The boat would otherwise have run between Hongkong and Singapore carrying passengers as well as cargo. (To witness.) What is the rate from Hongkong to Singapore?

His Lordship—Unless you are going into the whole of the accounts—

Mr. Robinson—If your Lordship thinks it is not material I bow at once.

His Lordship—I will take his general statement that it would not have been worth their while to send the ship down to Hoihow if they had to pay the "grand chop."

Witness (continuing)—The ordinary passenger rate between Hongkong and Singapore in the month of July is \$6 to \$7. From Hongkong to Hoihow I had to go with the twelve decks empty of passengers. If I had been going to Singapore I should have taken cargo and passengers. I expected to make about \$1,000 profit, but if I had had to pay the "grand chop" the profit would have been only \$100 to \$200.

Mr. Robinson—The agreement was taken to Mr. Ho Wyson, and it was altered before it was signed. Explain why and how the alteration was made.

Witness—Mr. Ho Wyson showed me the agreement when I went to his office. I told Mr. Ho Wyson that "passenger licence" was only the payment to the Consul, and that the words should be "grand chop," which was the term used in Chinese courts. In Western courts it is called "tonnage dues." Mr. Ho Wyson said, "I have only written it wrong," and I asked him to change the words to "grand chop," as it would make a difference of \$900. Mr. Ho Wyson made the alteration. When the agreement was signed Mr. Ho Wyson, Ho Tun, Hopkins, Chun Yat Po (Cumming), and I were present. Hopkins wanted the penalty clause inserted and I agreed.

Mr. Robinson—Was anything said about the alteration from "passenger licence" to "grand chop"?

Witness—No.

His Lordship—You had explained previously to Mr. Ho Wyson that it made a difference of \$900 and no explanation was made to the defendant of that fact in Mr. Ho Wyson's office.

Witness—Hopkins asked Mr. Ho Wyson why the agreement had been altered. Mr. Ho Wyson said, "I have put my initials there and there is no fear." Mr. Ho Wyson said that Hopkins could have a clean copy. When the ship completed the voyage I sent in the bill to Hopkins, who refused to pay.

Cross-examined by Hopkins—I said yesterday that Ho Tim was defendants' broker. I gave him a commission. When I went back to Hoi-

how I took 400 to 500 passengers. I took these passengers on the strength of the tonnage dues paid by Hopkins on the previous trip. I was asked to produce the tonnage dues certificate. I said I did not know where it was.

Hopkins—The captain said there was a copy of the certificate at the Customs?

Witness—Yes.

Hopkins—Did you hear the captain say that the original tonnage dues certificate had been lost?

Witness—Yes.

Hopkins—You therefore obtained a duplicate copy by misrepresentation?

Witness—That is the captain's affair.

Hopkins—How long did it take the *Propontis* to go from Hoihow to Singapore?

Witness—Six days.

Hopkins—The ship was three days in Hoihow, making nine days altogether. You thought you would get \$5,000 for the passengers carried from Hoihow to Singapore?

Witness—Yes.

Hopkins—Do you reckon if the ship earns \$5,000 in nine days that it does not pay?

Witness—\$5,000 is not enough without cargo; we had cargo as well.

Hopkins—You knew you were obtaining a great benefit by misleading us into paying the tonnage dues?

Witness—If you had not paid the dues I should not have gone.

Hopkins—Did you not know that if we had to pay the tonnage dues out of the \$5 a head we should be losing?

Witness—I did not know whether you would lose or not. I told you at first to be careful and see whether you would lose or not, and that you had better reckon it up clearly. You said you had settled that at Hoihow; if the vessel was not there on the 18th July you would lose \$3,000.

Hopkins—When you told Ho Wyson to alter the words "passenger licence" to "grand chop" you knew you were forcing us into a loss?

Witness—I did not know whether you would make a profit or loss. You said you would receive \$6.80 to \$7 a head from the coolie hongrs.

Hopkins—In the Chinese agreement you use the words "shun-kow-kum." What is the literal translation of those words?

Witness—Ship's dues.

Hopkins—It means ship's head gold or shipping dues. Why did you cause Mr. Ho Wyson to translate it into the words "grand chop"?

Witness—All Chinese call it that.

Hopkins—The "grand chop" are words used on all Customs documents to mean the grand seal of the Commissioner. Is not the name given to the "grand chop" "hung pai"?

Witness—I do not know.

Hopkins—You say that "shun-kow-kum" means shipping dues. Why did not you use the words "shipping dues" instead of "grand chop"?

Witness—I did not translate the words. "Grand chop" is usually used.

Hopkins—You told Ho Wyson to alter the words "passenger licence" to "grand chop" when you meant shipping dues; did not you use the words "grand chop" with the idea of misleading me?

Witness—No, I did not wish to mislead you.

Hopkins—And yet you say that Ho Wyson told me he had initialled it and it was all right and I had nothing to fear?

Witness—Yes.

His Lordship—I cannot understand why Ho Wyson told Hopkins he had nothing to fear. Why did he tell Mr. Hopkins that?

Witness—He said it to me.

His Lordship—You said he told Mr. Hopkins. Did Mr. Ho Wyson tell Mr. Hopkins that he (Hopkins) had nothing to fear?

Witness—Hopkins was there and heard it. Ho Wyson told me I need not fear; he did not say that to Hopkins.

Mr. Ho Wyson, solicitor, said—I remember receiving instructions to draw up the agreement. On or about 12th July last Ho Tim came to me, and—

His Lordship—You say on or about the 12th. The date might be very important. Don't you know for certain?

Witness—No, I do not.

His Lordship—Did you charge for attendance?

Witness—No.

His Lordship—Have you looked at your attendance book?

Witness—I did not put it down.

His Lordship—Don't you enter attendances in your book?

Witness—No, my Lord. I do not keep an attendance book.

His Lordship—You don't know when he came, is that it? It might have been the 11th, 12th, or 13th. You don't keep books?

Witness—It was a little after twelve o'clock when he came and gave me instructions.

His Lordship—We are talking about the date and not about the hour.

Witness—When the agreement was signed?

His Lordship—No, when he came and gave you instructions.

Witness—It was a little after twelve o'clock.

His Lordship—What date?

Witness—I believe it was the 12th; I cannot say for certain.

His Lordship—It might have been the 8th?

Witness—No, it was not the 8th. It was a day or two before the signing of the agreement.

His Lordship—It might have been the 11th.

Witness—It might. Ho Tim came and gave me a memorandum in Chinese, and said he was representing both parties. In the afternoon Leung Tim Po saw me and asked me to draw up an agreement in accordance with the Chinese memorandum as soon as possible. I drafted the agreement.

His Lordship—Where did you get the expression "passenger licence" from?

Witness—I guessed that was what "shun kau kum" meant.

His Lordship—You guessed it! Just think again; wasn't it suggested to you? What does it mean? Just think; surely it must have been suggested to you, wasn't it?

Witness—No. It means ship's head money.

His Lordship—It was purely your own idea?

Witness—Yes.

His Lordship—You are sure of that, Mr. Ho Wyson?

Witness—I am quite sure of it.

His Lordship—Have you heard the expression before?

Witness—No. I knew that the passenger licence was necessary, and I assumed that was what "shun kau kum" meant. After drawing the agreement Leung Tim Po saw me, and I asked him if the Chinese characters meant passenger licence. He said that Europeans called it "grand chop," and I understood by that that "shun kau kum" was called "grand chop" by Europeans. He did not convey to me the idea that passenger licence was "grand chop." I put my pen through "passenger licence" and wrote "grand chop" over it. I made a fair copy of the agreement and afterwards Hopkins, Chun Yat Po, and Ho Tim came in. I gave Hopkins a copy of the agreement and he, Chun Yat Po, Leung Tim Po, and Ho Tim had a conversation together.

His Lordship—Did you not explain to Mr. Hopkins what alteration you had made?

Witness—No; I did not.

His Lordship—Nor to Chun Yat Po?

Witness—No.

Mr. Robinson—What was the reason?

Witness—I thought Mr. Hopkins knew about it. Nothing was said to me about the grand chop at the time the agreement was signed. Each party paid half my costs.

Hopkins (cross-examining)—When the secretary asked you to alter the agreement, did you say anything to him?

Witness—No.

Hopkins—You didn't ask him if he had my sanction?

Witness—No.

Hopkins—You say you were acting for both parties, and you did not think it worth while to question me about the alteration?

Witness—I thought when you came round that you had seen it.

Hopkins—You thought I should understand the meaning of the term "grand chop"? You did not know that the term was understood by Europeans to mean tonnage dues?

Witness—No.

Hopkins—Did they tell you that "grand chop" meant a larger sum of money than the passenger licence?

Witness—No.

Ho Fuk, assistant compradore to Messrs. Jardine, Matheson & Co., said that "shun kau kum" meant tonnage dues or "grand chop," and the term was perfectly well known amongst shipping people.

Cross-examined—"Hung pai" means "red licence" and witness did not understand it to mean "grand chop."

Carl Heinrich Rogge, ship broker, corroborated the last witness, and added that the secretary spoke to him about the matter and witness asked him how he could afford to pay the grand chop, and he said the charterers would have to pay.

His Lordship said that in this case the defendants were not exactly the charterers of the vessel.

The supercargo on the *Propontis* said that \$80 in fares was collected from the fifteen extra passengers.

His Lordship told Hopkins that it was a matter for argument whether this money belonged to him or the plaintiffs. The agreement was that he should put on board as many passengers as the vessel could lawfully carry. He might possibly be entitled to a penalty for the extra passengers, but his Lordship could not say that these passengers were Hopkins's.

The captain of the *Propontis* said he reported the extra passengers as stowaways.

Mr. Robinson, in summing up the plaintiffs' case, contended that stowaways were not passengers. The point about the "grand chop" was a difficult one. There was either deliberate fraud on the part of the plaintiffs, or Mr. Hopkins had taken advantage of a flaw in the agreement and endeavoured to evade his liability. Counsel submitted that the probability was that Hopkins had risked a loss in this new venture, as he was compelled to send the coolies down.

His Lordship, in delivering judgment, said—This is a claim for money due under an agreement. It is admitted that the money is due subject to a set-off which has been raised in the answer; that set-off, though perhaps not strictly the subject of a set-off, has been dealt with for convenience and by consent of the plaintiffs. There are two heads to the defendants' claim; the first is that they are entitled to a second sum under a clause in the agreement which provided for a penalty if the steamship company carried any Chinese passengers other than those shipped by the defendants; and the second head of the set-off is the claim for the return of \$874 which the defendants had to pay for what is called the "grand chop" at Hoihow in order to enable the passengers to be shipped on the steamer, and that claim is based on the allegation of false and fraudulent misrepresentation by the agent of the plaintiff company in effecting an alteration in the agreement just at the time of its being signed, whereby the words "grand chop" were substituted for the expression "passenger licence;" the misrepresentation being that the defendant, or rather Hopkins, one of the defendants, was told by the agent of the plaintiffs that the alteration was immaterial. Now as regards the claim for the penalty the clause in the agreement is—"If the said steamship should carry any Chinese passengers other than those shipped by the firm at Hoihow, then the company will pay to the firm a penalty of \$20 for every such other Chinese passenger." That clause must be read in connection with the right of Hopkins, Cumming and Co. to put on board as many passengers as the steamship would hold; that is to say, of course, as many as the steamship is lawfully licensed to hold. The meaning of the penalty evidently was to secure for Hopkins, Cumming and Co. the right to put on board all the passengers which the plaintiff firm could carry down to Singapore. Now there is a little doubt as to how the number of passengers was reckoned on the different occasions. It appears that the licence which was obtained at Hoihow limited the number of passengers to 751; Mr. Hopkins has told us that he accordingly issued 750 tickets to the Chinese hong for distribution amongst passengers. Then we find the Consul going on board and as part of his duty as emigration officer he examined the

passengers, and there are various particulars as to what he did, but the only part material to this case seems to me to be the number of passengers he arrived at on the occasion of his inspection. He gives the number as 790 passengers, namely, 710 adults and 80 children. Now Mr. Hopkins was with the Consul on the occasion, and it seems to me not improbable that that being the case these passengers which are mentioned in the Consul's certificate were identified by him, with Mr. Hopkins's assistance, as being passengers who were put on board by Mr. Hopkins. Well, there are 710 adults and 80 children; this makes a total, reckoning each child as half an adult, of 750, which we are told is the approximate standard. There is another count made afterwards at sea, when the tickets were collected, and the result of that counting was that there were 715 men and 60 children; that makes a total of 775 individuals, and it is stated there were fifteen found without tickets, whom the captain reckoned as stowaway. Well, it certainly is remarkable that the difference between 790, the Consul's reckoning, and the 775, the reckoning made on board is 15, the exact number which the captain reckons as stowaways; and I cannot help thinking that it must be the case that all these people who were collected on board when the Consul saw them, that is to say 790 people,—I cannot help thinking that those were the people who were represented by all the tickets which were issued by Hopkins, Cumming and Co. Further, I do not think it is really material whether these people came on board through the agency of Hopkins in this way and were actually presented to the Consul, or whether they were stowaways, because I think, looking at the agreement with Hopkins, Cumming and Co., the defendants got everything, as between them and the plaintiffs, that they were entitled to under the agreement. Mr. Hopkins issued 750 tickets, and according to his account 745 were used, and it is not shown or suggested that the plaintiffs shipped passengers for any other firm. Mr. Hopkins availed himself to the fullest extent as far as he could of the licence which he had received from the Consul, and inasmuch as the object of this penalty was to secure that he should have the full use of the Consul's licence he got, in my opinion, everything he was entitled to. I think, as Mr. Robinson has said, if it came to the question as to whether there was any cause of action by reason of the breach of this clause of the agreement, the question would be what were really the damages suffered. The sum of \$20 for every extra passenger found on the ship was meant to be what is known as a penalty, and nothing more; and the principle of law is that when a penalty is provided for it shall be applied, so far as is necessary, to the carrying out of the contract and no further; but inasmuch as Hopkins, Cumming and Co. got the full benefit of the licence to carry passengers it does not seem to me that the provision for the penalty comes into force at all, and therefore I think that that branch of the defendants' case has not been consistent. It seems to me that he put on board all the passengers he was entitled to put and that certainly there was no shipment of passengers on the part of the plaintiffs in breach of the agreement with Hopkins, Cumming and Co. If the people were not stowaways it seems to me they were put on board by Hopkins, Cumming and Co. through Mr. Hopkins; if they were stowaways it does not seem to me that Hopkins suffered any damages through their presence. Moreover, I am strongly inclined to believe that, as Mr. Robinson suggests, if they were stowaways they would not come within the term "passengers" under this agreement. Now I have to consider the second defence. Mr. Hopkins went down to Hoihow and engaged to send off from there a number of coolies, and then he had to make arrangements, in order to meet that engagement, to send down a steamer from Hongkong to Hoihow for the purpose of carrying the passengers. An arrangement was known as come to through the agency of Ho Tim and a draft agreement was prepared. It is suggested on behalf of the plaintiffs that the plaintiffs' secretary, who represents the plaintiffs in this matter, knew all along and intended all along to charge, or rather to provide in the agreement with Hopkins, Cumming and Co.

that defendants should pay the tonnage dues at Hoihow, and it has been stated and established that these tonnage dues are known to shipping people under the name of "grand chop," and that it was the plaintiffs' intention that Hopkins, Cumming and Co. were to pay the "grand chop." On the other hand it is suggested by Mr Hopkins that he had no intention to pay the "grand chop," that all he intended or meant to pay was the passenger licence. I have got to say whether he was made to sign the agreement, by which it was stated that he was to pay for the "grand chop," by the false and fraudulent misrepresentations of the plaintiffs through their agents. I have got to judge that question from the evidence, from the agreement itself, and from the surrounding probabilities. I wish that questions involving fraud were submitted to a jury; I think that is the proper tribunal for questions of this sort, but of course it was not until we came into court on the present occasion that we had the means of knowing whether there was a charge of fraud or not, and the charge has been allowed to be discussed under an amendment permitted by the court. If the plaintiffs fraudulently substituted "grand chop" for the expression "passenger licence" and induced the defendants to sign the agreement by representing that the alteration made no difference, then the defendants established this branch of their case. But the burden of proof lies upon the defendants, and I have to decide whether there was such fraudulent misrepresentation on the part of the plaintiffs. Now, it is quite clear that, if Mr. Hopkins signed this agreement knowing that he had to pay the "grand chop" he could not look to anything but a loss on the transaction, that is to say, loss of profits which he says—and I have no reason to doubt—no reason from the statement itself to doubt that what he says is correct as to what he was to receive from the coolie hong; but it is clear that, however many passengers he could carry in this ship, if he had to pay the "grand chop" he could not expect a profit out of the transaction, and that would certainly tend, in itself, and without explanation, to raise the presumption that he could not have intended by his agreement to pay the "grand chop." But then there is the suggested explanation made that he had already made arrangements for carrying these coolies. He had to get a steamer for them, and for anything I know if he had no steamer at all his loss would have been still greater than it would have been if he had a steamer and had to pay the "grand chop;" and therefore, for anything I can see in the case, although there was necessarily a loss in the transaction, it might have been the best thing that Mr. Hopkins could have done under the circumstances. I say "might have been;" I do not know exactly how far that explanation could have been borne out by the facts, but still, to my mind, it might suffice to get over the presumption that would otherwise arise from the necessary loss which the transaction itself shows. Now it appears to me that the plaintiffs' secretary gave to Ho Tim a document which is a memorandum in Chinese of the terms which the plaintiffs wished to exact for the employment of their steamer, and this document was passed to Mr. Ho Wyson, who was instructed by Ho Tim to prepare an English agreement on behalf, as Mr. Ho Wyson says, of both parties concerned. There had been some conversation between Ho Tim and Mr. Hopkins, and Ho Tim was the first person who saw Mr. Ho Wyson at all. Now Mr. Ho Wyson has given his explanation of how, in section 7 of the agreement, the term "passenger licence" came to be written in the original draft. He says he knew that a passenger licence was necessary; he knew that this expression "shun kau kum," which is rendered as "grand chop," meant "ship's head money," but he did not know anything about tonnage dues, and he says it was his own assumption that it must have reference to passenger licence, and could not mean anything else; therefore he put it in. He put it in and afterwards the plaintiffs' secretary came to see him and he read out the agreement translating it into Chinese for the secretary's information. When he came to the expression "passenger licence" in section 7—"The firm will at their own expense pay all fees necessary

for the passenger licence"—the plaintiffs' secretary told him that it was not right, and he must substitute the words "grand chop," and he accordingly did so. The next morning the parties all met at the lawyer's office, and then it is that Mr. Hopkins suggests that the false representation which he relies upon was made. He noticed the words "passenger licence" altered and he asked the secretary about it, and the secretary told him it made no difference whatever, and therefore he understood that what he really had to pay was the passenger licence and nothing else. Now it is one step in this case that it is established to my satisfaction that the plaintiffs' secretary really meant to get the "grand chop" paid by the agents for the passengers. He really thought it was necessary, and I come to that conclusion partly from the man's own statement and partly from what he has said about the profits of the vessel when otherwise engaged. I need not go into the details of the case, as a good deal has to be discounted, but I do place some reliance upon what he says, and also upon the statement of Mr. Rogge, who had actually advised the plaintiffs' secretary that this would not be a profitable transaction for him unless he made the agents for the passengers pay the "grand chop." Of course he might have tried to make Hopkins pay it in an indirect way, and thought he would be more likely to succeed by indirect means, by getting him to sign the document without exactly knowing what he did. But it is one step that I am perfectly satisfied that the plaintiffs' secretary was advised by Mr. Rogge that Hopkins, Cumming and Co. should pay the "grand chop." Well, then, I look at the term in the clause of the agreement itself. A passenger licence is given for one trip, and for one trip only. We have it in evidence that the tonnage dues, under the name of "grand chop," when paid are good for a period of some months. There is therefore that difference between "grand chop" and "passenger licence." Now clause 7 reads, as Mr. Ho Wyson drew it, in the following way—"The firm will at their own expense pay all fees necessary for the passenger licence, and will not claim any compensation for the unexpired residue of the term of the said licence." Now that part of the clause, that they would not claim compensation from the company for the unexpired residue of the licence, would not apply to a passenger licence at all; it can have no possible application because there would be no unexpired residue of a passenger licence, which is given for only one voyage. On the other hand it would apply to "grand chop" because "grand chop" is given for a long period. Then again passenger licence is separately provided for in section nine of the agreement, which reads, "The firm will at their own expense apply for and obtain the necessary permission from the European and Chinese authorities at Hoihow for the embarkation and departure of the Chinese passengers." Well, of course, the "necessary permission of the European authorities and the Chinese authorities" necessarily included the passenger licence, and I am surprised that in face of this section 9 of the agreement Mr. Ho Wyson could possibly have inserted "passenger licence" in clause 7, because it seems to provide for the same thing twice over. I can only assume that he was not engaged so much upon the meaning of the agreement as upon the meaning of each word. And there is a subsequent section, too, which was made to apply to passenger licence amongst other things. Now I come to Mr. Hopkins's probable state of mind when he saw this alteration in section 7. I think he must have known that passenger licence was provided for in section 9, and I think that the introduction of the expression such as "grand chop" instead of "passenger licence" must have arrested his very close attention, and was one about which he would require a satisfactory explanation if it is true, as he suggests, that he did not expect to find it in the agreement. Now he says he was told it meant the same thing as passenger licence. It was not only he who was there, but his partner, who goes by the name of Cumming, was there as well, and he at any rate, whatever Ho Tim's interest in the matter may have been, had an interest identical to that of Hopkins, and I

think it is extremely unlikely that Hopkins, Cumming and Co., through Mr. Hopkins, would have signed the agreement under these circumstances, having his attention arrested as it must have been by this alteration, if he had not known what "grand chop" meant. I think the evidence shows clearly, at least satisfactorily to my mind, that Mr. Hopkins in signing this agreement by which he undertook to pay the "grand chop" must have understood that he was signing for something else than the passenger licence, and therefore I cannot accept his statement that he was told and understood from the agent of the plaintiffs that "grand chop" meant nothing else than "passenger licence." He produced a letter which of course will bear out his suggestion of fraud if I can accept his account with respect to the delivery of the letter. He says it was handed to him after the ship got to sea, and it contained this request, "Will you kindly pay grand chop to the Customs House for our steamship *Propontis* when she arrives at Hoihow, as per agreement." Of course the suggestion is that this was handed to him at a time when it was impossible for him to demand any explanation from the agent of the plaintiffs, namely, after he had got out to sea. Although it is not necessary to specifically decide every point which arises in the evidence, I may say that I am satisfied that Mr. Hopkins did receive this letter before the steamer left and before the plaintiffs' agent came on board on the morning of the departure. Therefore, my conclusion is that Hopkins in signing this agreement knew he had to pay the "grand chop," and I believe he knew approximately what that would amount to. I think there was no fraudulent misstatement on the part of the plaintiffs' secretary by which he was misled and therefore that branch of the set-off having failed, both branches of the set-off have failed, and judgment must be for the plaintiffs for \$1,225 with costs.

Mr. Robinson—The judgment will be against Hopkins, Cumming and Co., my Lord.

His Lordship—Yes, you are entitled to judgment against those who do not appear, and it will be judgment against Hopkins, Cumming and Co.

18th November.

CRIMINAL SESSIONS.

BEFORE SIR FIELDING CLARKE
(CHIEF JUSTICE).

THE MURDER CASE.

Leung Kau and Chan Ho, boatman and boat-woman respectively, were indicted for feloniously, wilfully, and with malice aforethought killing and murdering Johann Gundersen, on the 6th October, 1895.

Hon. W. M. Goodman (Attorney-General) prosecuted on behalf of the Crown, instructed by Mr. Master, Acting Crown Solicitor. The prisoners, who pleaded not guilty, were defended by Hon. Ho Kai (instructed by Mr. Grist).

A special jury was empanelled consisting of the following:—Messrs. W. R. Loxley, D. R. Sassoon, A. F. Smith, J. Grant Smith, A. G. Stokes, R. Shewan, and E. Burnie.

The Attorney-General, in opening the case, fully detailed the facts. Johann Gundersen and Auguste Johannsen (who would be called as a witness) came to Hongkong from Shields in September, and they went to the Sailors' Home. Some days before the 6th October they went on board the American three-masted ship *George F. Manson*. On the 6th they came ashore, and spent the day in a way which was only too common amongst some of these men. At 7.30 in the evening they went into a brothel in Stanley Street, and after coming out they parted company, and Gundersen went to one or two public-houses, one of which was The Man at the Wheel. Just before leaving he told the barman that he was going on board the *George F. Manson*. He went along Queen's Road with a friend who was staying at the Sailors' Home. Gundersen was the worse for drink, and at the corner of Queen Street he told his friend that he was going to take a sampan to go board. It was suggested on the part of the prosecution that he carried out his

intention by taking a sampan from the steps at the bottom of Bonham Strand West. There were two other sampans there, and the one that Gundersen took contained the two prisoners and a two or three years old baby. He never again set foot on the shore; he was not put on board the *George F. Manson*, and the vessel left on the 21st October. On the night in question the ship was lying in the merchant shipping anchorage, about a mile from Old Pedder's Wharf, and between Stonecutter's Island and Yaumati, and about half a mile to the west of the torpedo depot at Kowloon. The owners of the other two sampans would say that a European left in the prisoners' boat, and that Leung Kau was told to go to a three-masted vessel. Nothing further was seen of Gundersen until the 9th October, when his body was found floating off Kau-i-chau. His head had been terribly hacked, and the suggestion was that the prisoners had murdered him, and then thrown him overboard after taking his watch. At midnight on the following Tuesday a district watchman was on the Praya when he spoke to the male prisoner and asked him what time it was. The prisoner pulled out a watch and answered the question. The watchman then asked him where he got the watch from and he said he bought it two or three days previously for \$2. The witnesses would say it was most unusual for a boatman to have a watch. When the prisoners were arrested their boat was searched and a couple of choppers, one of which was without a handle, were found, but it was only right to say that no blood marks were found upon them, although a most careful analysis was made by the Government analyst. The prosecution contended that the prisoners murdered the deceased, and when before the Magistrates they had maintained a discreet silence. No one could tell better than they what they did with Johann Gundersen, and according to the Hongkong law his Lordship could question the prisoners.

His Lordship—Is it necessary to address the jury about that?

The Attorney-General—I do not think that fact is generally known, and I mentioned it in the interests of the public.

His Lordship—It is a matter which I can decide upon later. I cannot say yet whether I shall exercise my power or not. I have exercised it in other cases.

Witnesses for the prosecution were then called.

At the conclusion of the evidence for the prosecution his Lordship said he should ask the male prisoner one or two questions, which, however, he need not answer.

His Lordship—Do you remember taking a European off to a sailing vessel?

Prisoner—We did not take off that European.

His Lordship—Did you ever have a watch?

Prisoner—I had a watch which I bought as long ago as two or three years.

His Lordship—Have you got it now?

Prisoner—No.

His Lordship—What has become of it?

Prisoner—In using the boat, the watch fell into the water.

His Lordship—When was that?

Prisoner—About the 20th.

His Lordship—Is it true you showed it to the watchman on the Praya?

Prisoner—It is true that I did not.

His Lordship—Is it true that you had a watch at all, or is it that you are only explaining away the evidence that you have been seen with a watch?

Prisoner—I really had a watch.

His Lordship—Do you wish to say anything more?

Prisoner—No.

His Lordship asked the female prisoner if she wished to say anything, and she said that she took off three foreigners one Friday to a vessel, which left on Sunday morning, the 6th October. No one went in her boat on the night of the 6th October.

Hon. Ho Kai then addressed the jury for the defence. He said the prosecution had shown no evidence to prove where the man went to after he left the corner of Queen Street and Queen's Road. The only really weighty evidence against the prisoners, taken at the very best, was that a European was taken off from the

wharf about the 6th October. It was a common thing for drunken sailors to be taken off after eleven o'clock at night and there was no evidence whatever that Gundersen took the prisoners' boat.

The Attorney-General summed up the evidence and submitted that the case was a clear one against the prisoners.

His Lordship, in the course of his summing up, said—Gentlemen of the jury, the prisoners are jointly charged with the murder of this man Gundersen on the 6th October last, and it has been suggested to you that if Gundersen went on the prisoners' boat on that night it is absolutely certain that both these prisoners must be found guilty of this murder. Now, gentlemen, I do not say that if you are satisfied that he did go on the boat that evening it is not a fair inference that he was murdered; but I must pause before I go into the general question involved in the case and draw your attention to what I conceive to be a difficulty which might exist apart from the main question. By English law nobody can be convicted unless the jury are satisfied upon the evidence without reasonable doubt that the prisoner is guilty. That applies to each individual, however many there may be conjointly indicted. Now suppose Gundersen did go on the boat. Here are the man and woman who are jointly charged. Take the woman's case. Is it absolutely certain, even if Gundersen was on the boat and even if he was murdered on the boat, that the woman was a party to the murder? It is not enough that she must be present, but you must be satisfied that she was present and aiding and abetting in the commission of the murder. She is a small creature as you see, and that would be a question as regards whether you are satisfied upon the evidence that she must necessarily have taken a part in the murder—supposing the murder was committed on the boat at all. The same question might be put, though perhaps with less force, as regards the man. However, I pass over that. It is an initial difficulty, but of course it is not the main question in this case. Now I do not suppose that you will have any doubt but that this poor man Gundersen was murdered; but I must ask you in the first place not necessarily to assume that he was murdered afloat because he was found in the water. It is not an impossible thing. I make this suggestion only for what it is worth—it is not an impossible thing, supposing you think the evidence is not of a satisfactory nature, that he was murdered ashore by some people unknown and pitched into the water afterwards. That might have been the result of his wandering amongst brothels and other places in a state of intoxication. His Lordship then commented upon the fact that, although bloodstains were exceedingly difficult to obliterate none were found in the boat or upon the prisoner's clothing, and the strong probability was that if the man had been hacked either in the boat or while holding on to the gunwale after being thrown overboard there would have been marks of blood upon their clothing.

The jury, without retiring, returned a verdict of not guilty and the prisoners were discharged.

19th November.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

THEFT OF PEARLS.

Leung Kam was charged with stealing \$3,000 worth of pearls belonging to the seventh concubine of Chan Tung Shang, director of the National Bank of China.

The Attorney-General (Hon. W. M. Goodman) prosecuted, and prisoner was undefended.

The following gentlemen composed the jury—Messrs. P. M. N. Silva, A. Kuhn, V. C. C. Herbst, P. N. Sequeira, J. M. Gomes, A. S. Manners, J. J. dos D. Barros.

The prosecutrix, whose name is Ho Tsat, resides in a house in Praya Central, and she missed the jewels on the night of the 19th October. It was found that a maid servant in her employ had been persuaded by the prisoner to take the jewels from a drawer and hand them to him. He thereupon handed them to a woman who pawned them and he went to Canton, where he spent a portion of the money.

The prisoner, in a long statement, said the maid servant had falsely accused him because he had told her schoolmistress that she had not been to school. He had sworn before the joss that he had a clear conscience, and he suggested that the maid servant and others in the prosecutrix's house were in league against him. He had admitted having the jewels because he was threatened.

The jury after a ten minutes' consultation returned a verdict of guilty, and added a recommendation of mercy because the prisoner was led into the robbery by the woman.

His Lordship—I feel inclined to take notice of this recommendation because of the ease with which you induced the girl to hand you the jewels and also because of your youth. Under those circumstances I think the justice of the case will be met by a sentence of two years' imprisonment.

This concluded the business of the sessions.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

LAU KAN YU v. HOPKINS, CUMMING AND CO.

Plaintiff sought to recover \$1,000 alleged to have been deposited as security with the defendants. Mr. Mounsey appeared for the plaintiff, and the defendant Hopkins conducted the case for the defendants.

His Lordship asked what the defence was, and the defendant said that the writ had not been served jointly. This objection was overruled by his Lordship. There were two other defences—that the money was deposited by Lau Kan Yu, not as security as compradore, but as a share in the partnership; also that the agreement provided for three months' notice, which had not been given, and the money could not be withdrawn until such notice was given.

His Lordship said he had previously decided that Lau Kan Yu was not a partner.

Defendant—I was not a party in that suit, and I can bring fresh evidence.

His Lordship—You swore as a witness that Lau Kan Yu was a partner, and I said he was not. I have already stated that your evidence was not trustworthy. However, you are entitled to bring fresh evidence, because the parties are different, but I cannot go on with the case to-day.

The case was thereupon put into Friday's list, and a day will then be fixed for the hearing.

COLONIAL COURT OF ADMIRALTY.

19th November.

BEFORE SIR FIELDING CLARKE (CHIEF JUSTICE), AND HON. COMMANDER W. C. H. HASTINGS (ASSESSOR).

LAI PO ON v. THE STEAMSHIP "AGAMEMNON."

The plaintiff claimed \$1,400 damages for loss of his junk, which was run down by the defendant steamship.

Mr. E. Robinson (instructed by Mr. Holmes) represented the plaintiff, and Mr. H. E. Pollock (instructed by Mr. Gedge) appeared for the defendant.

Mr. Pollock said he had a preliminary objection. According to the endorsement on the writ the plaintiff was "the owner, master, and crew of the fishing junk or boat *On Lee*." It was quite obvious that the plaintiff as a single person could not be the "owner, master, and crew."

His Lordship agreed with the objection, and the words "and crew" were struck out, Mr. Robinson making no objection to the amendment.

Mr. Robinson said the plaintiff was the owner and master of the sailing boat *On Lee*, and he claimed \$1,400 from the steamship *Agamemnon*. Counsel proceeded to read the preliminary act of both the plaintiff and defendant. The time of the collision was about six o'clock on the 4th January last. The plaintiff states that the place of collision was off Kwo Chan, and the defendant states that it was off the South Ninepin; but it was agreed that Kwo Chan was the Chinese name for the South Ninepin. According to the plaintiff the wind was North and

fair, and according to the defendant there was a fresh breeze blowing N. or N.N.W. or thereabouts. The state of the weather was stated by the plaintiff to have been clear, and by the defendants to have been cloudy, but clear, and a still dark night. The plaintiff said there was a low tide; the defendant that there was no perceptible tide. As regards the lights the plaintiff said none were carried by the junk; the defendant that there was one light at the stern. The plaintiff said that the junk could not have taken any measures to avoid the collision, and kept a straight course, and the bow of the steamer ran into her port side and caused the boat to sink immediately in deep water. The defendant said that immediately the junk was sighted the engines were put from half speed to dead slow, and as soon as the course of the junk could be made out her helm was put hard astarboard. At about a ship's length off the junk altered her course, and crossed the steamship *Agamemnon's* bows to port. As soon as the steamer observed the junk to alter her course the engines were put to full speed astern. The defendant further stated that the stem of the steamship *Agamemnon* struck the port side of the junk a little abaft amidships. The plaintiff alleged that the steamship did not take proper precautions, and did not alter her course or slacken her speed, but ran into the boat. The defendant said that the junk altered her course and that if she had not the collision would not have occurred. His Lordship would therefore see from the preliminary facts that there was small difference between the parties. The real question was whether the junk changed her course, and the question about whether she had a light became an immaterial one if the course was not changed. On the other points there was practically no difference. The master of the junk and two seamen, one of whom was on the look-out and the other on the deck, were the survivors of the collision, and they would be called to support the plaintiff's contention that the junk did not alter her course.

Witnesses were called on behalf of the plaintiff to prove that the junk did not alter her course when the *Agamemnon* was sighted. The Court adjourned until this morning.

CORRESPONDENCE

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE TUNG WAH HOSPITAL.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Some controversy has arisen with regard to the Tung Wah Hospital and the powers that exist for the Executive Government to transfer patients against their will to the Government Civil Hospital. Into the legality of the question I have neither the wish nor the knowledge to go, but as to the condition of the Tung Wah and the pitiable state of the patients I may claim some right of criticism. It would take the literary ability of a Gibbon to word-paint the condition of the medical but more especially the surgical surroundings of the hapless inmates. The absolute want of all aseptic or antiseptic conditions can only be fully appreciated by those conversant with what is now required in modern surgery; such conditions if found in darkest Africa or Central Asia would sadden the professional mind, but seen in the midst of a prosperous British colony, it is apt to be filled with quite other feelings.

Gunshot wounds, huge abscesses, fractures, in fact specimens of most surgical affections can be seen there, and all are treated alike with pitch plaister, the great panacea of Chinese surgical art. This treatment is purely relative; the larger the wound the larger the plaister, as it is very essential to cover the entire wound from the sight of the patient and his friends. The result of treating fractures with pitch plaister can be readily understood, but the treatment of wounds on the same principle is to the professional mind almost as great an enormity. The plaister acts as a focus for the cultivation of all kinds of pathogenic germs, from which arise those numerous affections which in modern surgery have been so successfully combated by cleanliness and antiseptic measures, viz., hospital gangrene, erysipelas,

and septicæmia. One man was suffering from a huge abscess of the upper part of the leg, the skin tightly stretched over the part from the contained pus; a prick of a lancet would have been sufficient to set free the contained matter, but he would allow nothing to be done and the part was again covered with the inevitable plaister, leaving him to die a lingering and horrible death from septicæmia. Viewing cases such as the above it becomes difficult to write in any but unmeasured terms, and one feels that avoidable suffering such as this is a type of must recoil on the heads of those who allow such an institution to exist.

I feel quite sure that those in authority at home can have no idea that such an institution as the Tung Wah could exist and such surgical atrocities persist in a civilized colony. With some experience of other countries, and more especially India, I can venture to affirm that the condition of things in this Chinese hospital would be considered a reflection on our humanity and a disgrace to our country. I can also with some confidence say that should the Colonial Government take a firm stand and bring out an Ordinance placing the hospital under European supervision and management they will have the approval and support of medical opinion both in this colony and at home, and lay opinion is bound to support professional opinion on what is a technical question.

Unless something is done to put a stop to the atrocities to be seen daily in this charnel house, under the guise of official sanction, I feel sure that public opinion either at home or in the colony is bound to demand the reason.—I am, sir, yours faithfully.

WAYFARER.

Hongkong, 13th November, 1895.

FORMOSAN STAMPS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—With reference to the allusion Mr. Davidson makes to "Formosan Republic" stamps in his article of October 30th it may interest philatelists to add that with the second issue fully half of the ten cent stamps were printed with black ink, no more violet being locally procurable. That both the provisional and second issues, especially the former, were genuine postal issues admits of no doubt.

Few of the first issue were sold to philatelists, though it may be admitted a large quantity of the second were sold to augment the treasury of General Liu. It may interest your readers to know that 9,256 letters were sent over to the mainland ports bearing the provisional issue stamp of different values, particularly the three cent, during nine weeks, and some 8,000 odd under the second during some five weeks. The post offices still used the first issue after the second had been issued.—I am, sir, yours, etc.,

G. McCALLUM.

Tainanfu, 10th November, 1895.

THE KUCHENG MASSACRE.

Foochow, 9th November.

The decapitation of the five arch conspirators in this dreadful massacre took place on Thursday morning last on the parade ground outside the south gate of the city. Eye-witnesses describe the scene as imposing. Three sides of a square, or rather oblong, were formed by troops in bright uniforms, estimated to number 1,200 to 1,500. At the end of the oblong was a dais enclosed in a large tent in which sat the Perfect, accommodation being also provided for the Consuls and other members of the Commission of investigation and their friends. The condemned were brought one by one before the Prefect, answered to their names, and received sentence of death. They were then removed and the two executioners did their work speedily and well. The names of the beheaded, as pronounced in the Mandarin dialect, were Cheng Hwai, alias Cheng Chiu-chiu, alias "Long finger-nails"; Tu Chiu Yi, the Flag-bearer; Liu Hsiang-hsing, known as Liu "the Introducer"; Yeh "Hu T'ieh," "the Butterfly"; and Chang Ch'ih, alias Chang Yao, a high Vegetarian leader. The last named was not condemned by the Commission as he was not at Whasang, but by the Chinese as having been indirectly concerned in the terrible business.—Echo.

HONGKONG.

Several steamers which arrived during the past week have sustained damage in a heavy monsoon, and the French mail was two days overdue owing to the rough weather between Saigon and Hongkong. At the Supreme Court cases of interest have been heard, and on Monday the jury at the Criminal Sessions returned a verdict of not guilty in the case in which a man and woman were charged with the murder of a Norwegian seaman. On the previous Thursday an extraordinary general meeting of the Green Island Cement Company, Limited, was held, and on Saturday the final meeting of the Selama Tin Mining Company Limited took place. The opium case has at length been disposed of, a fine of \$250 on each of the partners in the Opium Farm being inflicted.

The first match for the Hongkong Football Challenge Cup was played on the 12th inst. between the 35th Company S.D., R.A., and E. Company, R.B., and was won by the Artillery team by five goals to nil.

There were 1,909 visitors to the City Hall Museum last week, of whom 186 were Europeans.

The maximum temperature in October was 84 and the minimum 63, the mean being 74.8. The rainfall amounted to 0.50 inch.

The death rate last month was for the British and Foreign community (civil population) 31.3 and for the Chinese community 25.3.

It is reported that H.E. the Governor has decided to appoint a Commission to inquire into the management of the Tung Wah Hospital.

A coolie was assisting in loading the *Iser* at Wanchai on the 13th inst. when he got his head wedged between a rope which was used for steady-ing cargo and the side of the vessel. His skull was fractured and he died almost immediately.

Joao Nadorilla, 47, Queen's Road East, was fined \$10 at the Police Court on Tuesday for exposing for sale eighteen cases and eighteen tins of condensed milk, which were in such a decomposed condition as to be unfit for human food.

At the Supreme Court on Friday morning the Attorney-General (Hon. W. M. Goodman) moved in terms of a motion filed that Mr. Charles Alexander Dick Melbourne be admitted as a barrister. The Chief Justice (Sir Fielding Clarke) granted the application.

In Messrs. Warner, Blodget & Co.'s circular dated Manila, 11th November, it is stated that quarantine against arrivals from Hongkong and China ports has been withdrawn, and as regards vessels arriving from Japan and Singapore it has been reduced to two and three days respectively.

The Hongkong Chess Club had a second match on Thursday night, when "A to K" met "L to Z." The former won easily. Lieut. Colonel The O'Gorman played the first of three games with Mr Bischoff for the Challenge Cup, and after a stiff struggle the gallant Colonel won.

The following changes in the Customs service are announced:—Mr. T. H. Kingsley, Harbour Master at Tientsin, has been transferred to Kowloon; Mr. W. C. Howard, Harbour Master at Chinkiang, has been transferred to Hankow; Captain C. H. Palmer, Harbour Master at Kowloon, goes to Chinkiang.

Wong Pak Sz, late accountant of the Hing Kee Shop, was charged at the Magistracy on Saturday with embezzling \$1,400 belonging to his masters. He admitted his guilt and said that he lost \$1,100 of the money by playing "po-tzai" at Kowloon City. A sentence of six months' imprisonment with hard labour was passed.

The Committee of the Cricket Club have left regretfully compelled to decline the pressing invitation of the Singapore Cricket Club to take part in a cricket fortnight there at Christmas time. The meeting would have been quite unique in its way, involving as it would a match between colonies so far apart as Hongkong and Ceylon, as well as meetings with the Native States and Singapore. The final breakdown in the efforts to raise a team was due to the fact that no members of the Garrison are able to take part in the expedition; the Hon. Secretary has accordingly wired to Singapore that Hongkong is unable to send a team to take part in the festival.

The "Black Beetles" minstrel and variety troupe gave a most enjoyable performance at the City Hall on Wednesday night. There are several particularly clever men in the troupe, and their songs and really good jokes were much appreciated by the audience. The whole entertainment was high class and the men, all of whom are on the *Centurion*, deserve every praise for their efforts.

At the Police Court on Wednesday, before Mr. T. Sercombe Smith, a house coolie in the employ of Mr. L. Spatz, Belilios Terrace, was charged with stealing his master's gold watch. The watch, which was valued at \$20, was missed on Tuesday, and Detective Sergeant McIver made enquiries, and arrested the coolie, who admitted stealing the watch and pawning it. He was sent to gaol for six months with hard labour.

At a meeting of the St. John's Lodge held on the evening of the 12th inst., the following officers were elected for the ensuing year:—R.W.M., Bro. F. Howell; S.W., Bro. H. B. Bridger; J.W., Bro. J. I. Andrew; Treasurer, Wor. Bro. J. Dickie; Secretary, Bro. F. Walker; S.D., Bro. J. McIsaac; J.D., Bro. H. Reeves; L.G., Bro. G. White; D.C., Bro. J. Hand; Steward, Bro. G. Williams; Tyler, Bro. J. Maxwell.

The *Rangoon Gazette* of the 21st October says:—Lieutenant-Colonel E. G. Barrow, Commanding the Hongkong Regiment, has been appointed Assistant Adjutant General at Rawalpindi in succession to Colonel Shakespear, whose term of office expires on the 25th instant. Major H. T. Faithfull succeeds Colonel Barrow, but will only retain the command for a year, as he will then return to India to take up the command of a Punjab Infantry Regiment.

Lovers of the chrysanthemum should not fail to pay a visit to the grounds of the Kowloon Hotel. Mr. D. Nowrojee has a magnificent show of many varieties of chrysanthemums, which are just now in the height of their beauty. There are some splendid specimens in the collection, and for richness of colour and size they would be difficult to surpass. The exquisitely fine bloom form an indisputable proof of the great care that has been taken in their cultivation, and they are worthy of close inspection.

A well-dressed Chinaman was charged at the Police Court on Thursday with refusing to pay two cents launch fare and assaulting the money collector. The defendant travelled on the launch from Samshui to Hongkong and when asked for the fare refused to pay it and assaulted the collector. The defendant said his father was a civil mandarin at Kowloon city, and he (defendant) acted as the steward. It was not customary, he said, for yamen officials to pay fares, and it was for this reason he refused to pay complainant. He was told he would be looked up if he did not pay, but he looked upon this threat as a joke. The Magistrate, Mr. T. Sercombe Smith, reminded the defendant that he must pay his fares in Hongkong. The assault was not very serious and therefore a fine of only \$2 would be imposed.

The annual licensing session of the Justices of the Peace was held in the Justices' room at the Magistracy on Thursday afternoon. Mr. T. Sercombe Smith, Acting Police Magistrate, presided, and there were also present Hon. Commander W. C. H. Hastings (Acting Captain Superintendent of Police), Mr. W. M. B. Arthur (Clerk to the Magistrate), Messrs. G. Sharp, N. J. Ede, E. W. Mitchell, J. Dyer Ball, H. Tooker, E. Robinson, C. S. Sharp, B. Byramjee, and Chan Kuan Yi. There were twenty-one applications for renewal of licences and there being no objection to any of them they were all granted. Joachim Gomes, licensee of the Man at the Wheel hotel, was warned not to allow drunkenness on his premises, his being the house which Gandisen, the Norwegian sailor who was murdered recently in the harbour while in a state of intoxication, was last seen to leave. Mr. G. Sharp said that about two months ago he received a letter from a soldier containing serious allegations respecting one of the applicants and he had handed the letter to Commander Hastings. The Acting Captain Superintendent of Police said the letter was bristling with inaccuracies, and it was decided to take no notice of the letter, Mr. Mitchell remarking that if it went before the public it might damage the licensee referred to.

Lord Charles Conyngham, of the Rifle Brigade, and Mr. Edward Mackay, of Messrs. Butterfield and Swire, were each fined \$1 by Mr. T. Sercombe Smith on Wednesday, for "unlawfully using a gun for the purpose of killing wild birds within the colony without a licence from the Governor, contrary to Ordinance 15, of 1885."

A short time ago the *Saigon Progres Commercial* had a paragraph to the effect that there was reason to believe that a Captain Maddox who had visited the port was an English spy. In its issue of the 6th inst. our contemporary explains the whole mystery. The gentleman who was supposed to be a spy was in fact a captain of the mercantile marine, who left Hongkong in charge of two launches for Singapore. Bad weather was encountered and one of the launches was abandoned. After taking the other one to Singapore the captain went to Saigon to make inquiries as to whether anything had been seen or heard of the missing one, which it was thought might possibly be found about Cape St. James or Poulou Condore.

MISCELLANEOUS.

The U.S. cruiser *Olympia*, which arrived at Yokohama on the 9th inst., reported passing the O. & O. steamer *Coptic* on the 2nd inst. who reported "cholera on board."

Mr. Hippisley and Mr. Bland have returned to Shanghai from Soochow. The Japanese, the *N. C. Daily News* says, want one site for their concession, and the Chinese propose another, and the question has been referred to the respective governments. Mr. Hippisley and Mr. Bland proceed very shortly to Hangchow to assist in the selection of a Japanese concession there.

A syndicate of Hangchow men having received the permission of Governor Liao to build a silk filature in that city have bought eighty *mu* of land near the Taku or Custom house for that purpose. It is proposed to build eighteen houses, sixteen feet in length and sixty feet deep, for the machine shops, and work has already commenced on the site.—*N. C. Daily News*.

There are those who say that the *Utan*, which was sold at Singapore for delivery in Yokohama, has been carried off by her crew, and not lost with all hands as is the more general belief. What the idea is based on we confess we have no idea. The plain fact is that the vessel left Singapore for Nagasaki and Yokohama on September 14th, and even now nothing has been heard of her. A foreign Company carried the insurance of 30,000 yen.—*Hyogo News*.

By a recent Imperial decree, we learn from the *N. C. Daily News*, various officials who are now engaged in relieving famine-stricken people in Lunnan, in the province of Kirin, under Chang Shun, the military governor, are degraded and ordered to return to their homes, for illegally pocketing the money which should have been given to the poor. One of them is banished to the New Dominion. The Board of Punishments is ordered to examine into the offences of Chang Shun.

A fatal accident occurred at Shanghai on the night of the 6th inst. at the Kiukiang Road jetty. Mr. C. Watt, the second engineer of the *Canton*, being drowned. The deceased went to the jetty to see some friends off soon after ten o'clock and slipped into the water. Mr. Martin, the second officer of the *Canton*, who was with him, immediately jumped into the water, but could not find the engineer, who never came to the surface again. Mr. Martin went into the water a second time, but all that was seen of the deceased was his hat.

Letters received at Tientsin, says the *Peking and Tientsin Times*, show that the Chengtu Commission has arrived at Ping-ying-chou, in Shansi. They had just finished crossing the mountains of Chihli and Shangsi, and had changed guard at Ping-ying-chou. The major of the Chihli guard brought the letters. The trip goes smoothly; the natives have been very respectful and attentive. The Commission has forded rivers, climbed mountains, and risen daily at 5 a.m. In spite of all their efforts they do not expect to reach Chengtu before the middle of December.

The Nanking correspondent of a Shanghai native paper states that a rumour was in circulation that the seventh son of Chang Chih-tung had committed suicide by plunging into the pond of the Viceroy's yamen. He was son-in-law to Wu Tacheng, Governor of Hunan, and having only married six months ago, he visited his mother-in-law and her relatives, absenting himself for nearly three weeks. On returning to his home his father's wrath was aroused. Chang Chih-tung severely punished his son who, acknowledging his action, which was contrary to Chinese custom, went and committed suicide.

At Shanghai on the 14th inst. H.E. Sir Nicholas R. O'Connor, the retiring British Minister, was entertained at dinner at E-wo by Mr. A. P. MacEwen, the head in Shanghai of the firm of Messrs. Jardine, Matheson & Co. The guest of the evening was on the host's right hand, and Mr. J. L. Scott, Chairman of the Municipal Council, on his left. The other members of the firm present were Messrs. C. W. Dickson, H. Keswick, and J. Boyce-Kup. The remaining guests present to meet his Excellency were Mr. Geo. Jamieson, H.M.'s Acting Consul-General and Chief Judge, Mr. A. E. Hippisley, Commissioner of Customs, and a number of leading British residents. The town band played during the evening, under the direction of Commander Vela. After Mr. MacEwen had proposed the health of the Queen, which was duly honoured, he gave in a few graceful words the health of his Excellency Sir Nicholas O'Connor, which was drunk enthusiastically. The Minister acknowledged the toast in a charming speech, in which he reviewed his experiences of China from his first arrival here some ten years ago, and called on his hearers, as a representative body of Britons, to keep up in China the honour and prestige of Great Britain, which, whatever had been said, had not suffered and was not likely to suffer any eclipse. Captain Norcock, R.N.; Mr. H. S. Wilkinson, Crown Advocate, and Mr. A. Campbell subsequently joined the circle in the drawing-room, and the party broke up at a late hour. Several other leading residents were invited, but owing to the unavoidable shortness of the invitation were unfortunately unable to enjoy Mr. MacEwen's hospitality.—*N. C. Daily News*.

COMMERCIAL.

TEA.

CA TON, 5th November.—Macao Congous.—The market has been rather better supplied and during the past fortnight some 5,000 Boxes of Fourth Crop Teas have been taken at Tls. 11½-20 per picul, showing a very considerable decline on last year's prices. The bulk of the settlements consists of Medium Teas at Tls. 12½ to 14 per picul, the market closing steady with an upward tendency. Only a few small parcels of the Finer grades have been offered, the reason assigned for this scarcity being that the prices obtainable at Macao are Tls. 4 per picul too low to induce larger supplies. At Canton about 1,500 Boxes of Ho-yen Congous, free from tar, have found buyers at various prices up to Tls. 19 per picul. Scented Capers.—No fresh transactions have transpired; there is consequently nothing to report on. The total Export is now estimated at 5½ mls., leaving a considerable quantity in native hands to be carried over.

SHANGHAI, 15th November.—(From Messrs Welch, Lewis & Co.'s circular).—London deliveries of China Congou for October were 2,630,000 lbs., against 2,870,000 lbs. for the corresponding month in the previous year, and stocks on 31st ultimo were 18,000,000 lbs., against 19,150,000 lbs. on same date in 1894. "Type" is quoted by wire at 5½ d. a lb. Black Tea.—This market has continued lifeless. Buyers for America have taken a few chops of Ningchow at Tls. 15½ to 17 a picul, at which prices they show remarkably good value. Common whole-leaf Teas have been bought at Tls. 10½ a picul. Fully half of the stock is only represented by muster chests, and further supplies this season are expected to be small.

The following settlements are reported:—
Ningchow... 2,094 chests at Tls. 13 to 17 a pl.
Hohow... 95 " " 11 to 13½ "
Kutoan... 284 " " 14½ "
Oonam... 88 " " 10½ to 14½ "
Oopack... 428 " " 11.6 to 12½ "

Total 4,534 ½-chests.

Stock.—15,046 half-chests, against 11,708 half-chests at same date last year.

Green Tea.—Pingsuey.—The transactions in these descriptions show no change on last mail's rates. Local Packs.—The few sales reported belong to the previous fortnight's settlements. The extremely low prices ruling for these check the packing of a considerable quantity of common leaf, which owners are endeavouring to sell to native shops. Country Tea.—The range of laying down prices now established is probably the lowest on record in the annals of the trade, but the quality of most of the Teas leaves much to be desired. There has been no new feature to be noted in the past fortnight's business.

Settlements reported since 1st inst.:

	1-chts.	a picul
Pingsuey	2,384	at Tls. 19.00 to 23.00
Moyune	14,150	" 14.00 to 24.00
Tienkai	11,054	" 14.00 to 44.00
Fychow	1,486	" 11.25 to 14.75
Local Packed	999	" 10.75 to 15.00

Total.....30,073 1-chts.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1895-96	1894-95
	lbs.	lbs.
Canton and Macao	6,549,428	6,130,346
Amoy	330,015	601,040
Foochow	11,175,408	14,357,248
Shanghai and Hankow.....	18,508,263	18,137,336
	36,563,114	39,225,970

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Amoy.....	9,489,775	14,128,541
Foochow	6,066,651	4,626,555
Shanghai	27,683,412	22,517,764
	41,219,838	41,272,860

EXPORT OF TEA FROM CHINA TO ODESSA.

	1895-96	1894-95
	lbs.	lbs.
Hankow and Shanghai.....	27,210,863	22,555,223

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Yokohama	28,344,230	26,929,936
Kobe	17,538,581	14,660,393
	45,882,821	41,590,329

SILK.

CANTON, 19th November.—The dullness reported in our last has continued during the fortnight under review. Treaties.—Nothing with Europe. A fair business is doing for Bombay at a decline of \$5/10 per picul on former rates. Re-reels.—A purchase of 75 Bales each Nos. 2, 3, Grant was reported early in the fortnight at \$520 average. Prices of this class show scarcely any weakness. Filatures.—Have remained almost entirely neglected. There is, however, as yet no urgent pressure to sell among holders, and quotations are fairly steady as subjoined, although on actual sales concessions would be obtainable. Settlements have been confined to about 75 bales at \$605 for Lee Hau Shang 10/12 and \$627½/520/580 for 3rd class 10/12, 11/13, 13/15. Third class Shortreels have been in some demand for America at \$565/370 for 14/16 (very scarce) and \$545/550 for 16/20. Waste.—A good enquiry exists for Steam Waste, which has sold at \$85 for Extra (current quality), \$65 for No. 1, and \$62 for unopened. Pierced Cocoons have also been in demand at \$69/62, now advanced to \$64. Stocks.—Tsatlee, 1,200 bales. Filatures 5,000 bales. We append quotations in Canton, with laying down cost in London and Lyons, Exchange, 6 months' sight, 2/2½ and Pes. 2.83 per Dollar:—

Tsatlee	No. 1	\$490	= 9/-
	No. 2	\$475	= 8/8½
	No. 3	\$460	= 8/5
	No. 4	\$440	= 8/-
	No. 4½	\$430	= 7/10
	No. 5	\$415	= 7/6
Filature 1st class	11/13...	\$710 to \$700	
1st "	13/15...	\$710 to \$700	
2nd "	9/11...	\$690 to \$700	
2nd "	10/12...	\$680	
2nd "	13/15...	\$660 to \$670	
2nd "	10/12...	\$665 to \$670	
3rd "	11/13...	\$585 to \$575	
3rd "	13/15...	\$585 to \$575	

Re-reeled Lacklow No. 1	\$545	
No. 2	\$530	
No. 3	\$515	
No. 4	\$495	
Mahang No. 1	\$520	
Punjum Books No. 3 & 4	\$ 85	= 1/8
Punjum Waste	\$ 73	= 1/5
Steam Waste Extra	\$ 85	= 1/8
No. 1	\$ 65	= 1/3
Gum Waste No. 1	\$ 76	= 1/5½
No. 2	\$ 56	= 1/1
Pierced Cocoons	\$ 64	= 1/2½

Settlements for the fortnight:—

	1895-96	1894-95
	250 bales.	400 bales.
For Europe...	350	250
For America...	180	100
For Bombay...	180	100
	[& 30 piculs]	[& 3 piculs]

SHANGHAI, 14th November.—(From Messrs. Cromie and Burkill's circular.)—London telegrams dated 12th current report the market "quiet." Gold Killings are quoted 8/0, and Blue Elephants 10/10½. Raw Silk.—Except in Yellow Silks the market is very quiet. Holders are not disposed to make concessions enough to tempt buyers, and do not press their holdings for sale. Treaties.—Hardly anything doing. Purchases could probably be made at a reduction of Tls. 2½ per picul. Tayseams.—Nothing doing. Yellow Silks.—Continue in fair demand, and prices have an upward tendency. Arrivals, as per Customs Returns from the 7th to the 13th November, are 592 bales of White, 647 bales of Yellow, and 92 bales of Wild Silk. Re-reels and Filatures.—We hear of no transactions. Wild Silks.—A parcel of Szechuen Tussah Raw changed hands at Tls. 115. Advice from the North report a considerable rise in prices there. Waste Silk.—Tussah Waste No. 1 and 2 has been in good demand at Tls. 26 and Tls. 22 respectively. Gum Wastes have attracted more attention, and we quote White Course Gum 1, 2, 3 at Tls. 71. Hangchow fine Gum at Tls. 91. Stocks are small. Pongees.—Considerable contracts have been made for White Shanghai Cloths in various qualities at rates showing no difference from former purchases. About 3,000 pieces Handkerchiefs 26-in. to 8½/9 oz. has been settled with white borders at Tls. 1.65, blue borders at Tls. 1.72.

Purchases include:—Treaties.—Blue Elephant at Tls. 431½, Gold Stork at Tls. 427½. Yellow Silk.—Shantung Skeins Gold Tiger 2 at Tls. 286½, Mienchow at Tls. 242½, Kopun at Tls. 225, Foo-yung at Tls. 207½ to Tls. 217½, Wongyi at Tls. 195, Wungchow at Tls. 185 to Tls. 195, Szechong at Tls. 170 to Tls. 172½. Wild Silk.—Szechuen Tussah Raw at Tls. 115.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1895-96	1894-95
	bales.	bales.
Shanghai.....	38,817	22,921
Canton.....	10,510	9,823
Yokohama	12,418	9,751
	61,745	42,495

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1895-96	1894-95
	bales.	bales.
Canton	7,126	4,617
Shanghai	5,611	4,161
Yokohama	16,058	12,005
	28,795	20,783

CAMPHOR.

HONGKONG, 20th November.—Supplies continue to come forward freely and prices are declining. Quotations for Formosa are \$75.50 to \$76.00. During the past week sales have been 170 piculs.

SUGAR.

HONGKONG, 20th November.—The market continues to improve and another advance in rates has to be reported. Following are the quotations:—

Shekloong, No. 1, White...	\$7.43 to 7.45 per picul.
do. " 2, White...	6.98 to 7.00 "
Shekloong, No. 1, Brown...	4.90 to 4.92 "
do. " 2, Brown...	4.67 to 4.70 "
Swatow, No. 1, White...	7.38 to 7.40 "
do. " 2, White...	6.88 to 6.90 "
do. " 1, Brown...	4.70 to 4.80 "

Swatow, No. 2, Brown...	4.62 to 4.65 "
Foochow Sugar Candy.....	12.10 to 12.13 "
Shekloong	10.95 to 11.00 "

MISCELLANEOUS EXPORTS.

The steamer *Glenearn*, Hongkong to London, 31st October, took:—827 boxes Tea (14,040 lbs. Congou, 331 lbs. Scented Orange Pekoe), 1,916 bales Hemp, 625 casks Ginger, 500 cases Ginger, 425 bales Waste Silk, 188 packages Fire Crackers, 152 cases Soy, 35 cases Chinaware, and 6 cases Sundries.

The German steamer *Kriemhild*, Hongkong to Havre, 31st October, took:—122 cases Bristles, 10 boxes Vermillion, 50 cases Chinaware, 756 packages Tea, 375 bales Canes, 2 cases Feathers, 13 cases Human Hair, 901 rolls Matting, 118 cases Porcelain, and 9 cases Bambooware; for Havre option Hamburg:—47 cases Cassia Oil, 10 cases Staranised Oil, 1,000 boxes Cassia Ligna, 464 rolls Matting, 25 bales Blackwoodware, and 140 bales Canes; for Havre option Hamburg option London:—22 packages Essential Oil; for Havre option Hamburg option Antwerp option London:—4 cases Silk Pongees, and 3 packages Human Hair; for Hamburg:—192 cases Bristles, 2 cases Ribbons, 5 cases Hardware, 250 cases Cassia, 3 cases Porcelainware, 167 cases Preserves, 20 cases Preserves, 509 packages Canes, 58 cases Private Effects, 82 rolls Matting, 95 bales Rattans, 55 cases Essential Oil, 50 cases Chinaware, 16 packages Tea, 1 case Silk, 16 packages Sundries, and 26 packages Merchandise; for Hamburg option London:—10 cases Essential Oil, and 52 cases Bristles; for Amsterdam:—32 cases Preserves; for London:—16 boxes Essential Oil.

The P. & O. steamer *Formosa*, Hongkong to London, 9th November, took:—3,500 bales Hemp, 50 bales Waste Silk, 100 bales Canes, 100 cases Bristles, 49 cases Blackwoodware, 67 cases Chinaware, 201 rolls Matting, 100 casks Preserves, 200 cases Preserves, 26 cases Gongs, 34 cases Pearl Shells, 10 cases Curios, 30 packages Sundries, and 3,210 boxes Tea (340 lbs. Scented Orange Pekoe).

The German steamer *Prinz Heinrich*, Hongkong to Colombo, 14th November, took:—157 boxes Fire Crackers, 61 boxes Preserves, 46 packages Provision, 10 pieces Camphorwood Trunks, 4 cases Chinaware, and 12 packages Merchandise; for Symrna:—100 pieces Rattan Chairs; for Genoa:—1 case Silk, 50 bales Waste Silk, and 2 bales Cocoons; for Trieste:—30 half-chests Tea; for Antwerp:—3 cases Silk, 13 cases Curios, 30 rolls Matting, 24 bales Leaf Tobacco, 3 cases Merchandise, 57 bales Bamboo Scraps, 112 bales Feathers, 100 bales Waste Silk, 125 cases Preserves, and 13 cases Chinaware; for Amsterdam:—32 cases Ginger, 32 cases Ginger, and 18 cases Chinaware; for Rotterdam:—350 casks Ginger, 1,363 cases Ginger, and 234 half-chests Tea; for Bremen:—5 cases Merchandise, 140 cases Ginger, 5 cases Cigars, 272 rolls Matting, 125 casks Ginger, 3 boxes Silk Goods, 1 box Curios, and 456 half-chests Tea; for Bremen option Hamburg:—1,500 boxes Cassia; for Hamburg:—7 cases Ginger, 1 case Silk, 10 boxes Bristles, 551 packages Fire Crackers, 156 bales Feathers, and 100 half-chests Tea; for Bremerhaven:—6 cases Private Effects, 2 boxes Tea, and 84 packages Stores; for Rio de Janeiro:—7 cases Merchandise, 1 roll Matting, 2 cases Silverware, 7 cases Blackwoodware, 1 case Silk, and 2 cases Porcelainware.

OPIUM.

HONGKONG, 20th November.—Bengal.—A very small business has passed in this drug during the interval and prices have declined. New Patna closes at \$780, New Benares at \$792½, and Old Benares at \$720.

Malwa.—The market has ruled rather quiet in the interval and prices have undergone a reduction. Current rates are as under:—

New	\$700 with allowance of ¼ to 2 catties
Old (2½ yrs.)	\$710 " ¼ to 1 "
" (4½ yrs.)	\$720 " ¼ to 1½ "
" (7½ yrs.)	\$730 " ¼ to 1½ "

Persian.—There has been very little doing in this drug during the past week. Rates rule weaker, Oily closing at \$650 to \$700, and Paper wrapped at \$700 to \$800 according to quality.

To-day's stocks are given as under:—

New Patna	1,610 ch. sts.
New Benares	500 "
Old Benares.....	70 "
Malwa	86 "
Persian	630 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1895.	\$	\$	\$	\$	\$	\$
Nov. 13	800	—	815	730	710	720/730
Nov. 14	790	—	810	720	710	72/730
Nov. 15	780	—	795	720	710	72/730
Nov. 16	780	—	795	720	710	720/730
Nov. 17	777½	—	790	720	710	720/730
Nov. 18	777½	—	790	720	710	720/730
Nov. 19	780	—	790	720	710	720/730
Nov. 20	730	—	792½	720	710	720/730

COTTON

HONGKONG, 19th November.—Owing to the scarcity of Bengal, a small parcel inferior quality realized \$17.10, a very good rate. Ningpo fairly steady at quotation.

Bombay	\$16.00 to 17.50	p. pl.
Kurrachee	16.00 to 17.50	"
Bengal, Rangoon, and Dacca	16.00 to 18.00	"
Shanghai and Japan-se.	19.00 to 20.50	"
Tungchow and Ningpo.	19.00 to 20.50	"
Madras	17.00 to 19.00	"
Sales: 55 bales Bengal, Rangoon, and Dacca, and 650 bales Tungchow and Ningpo.		

RICE.

HONGKONG, 20th November.—Supplies have fallen off a little and prices are rather firmer. Closing quotations are:—

Saigon, Ordinary	per picul.
"	\$1.92 to 1.95
"	Round, good quality
"	2.15 to 2.17
"	Long
"	2.25 to 2.28
Siam, Field, mill cleaned, No. 2	2.00 to 2.03
"	Garden, No. 1
"	2.27 to 2.30
Siam White	2.74 to 2.77
"	Fine Cargo
"	2.95 to 2.98

COALS.

HONGKONG, 20th November.—Market slightly better, but very little doing. Sales reported are 2,600 tons Cardiff at \$11.35 to arrive, 2,000 tons Australian ex ship and godown at \$8 and \$8.35, and 5,000 tons Japanese at \$4½ and \$5½. Quotations are:—

Cardiff	\$12.00 to 13.00	ex ship, nominal.
Australian	8.00 to 8.25	ex godn., sales.
Milke Lump	5.75 to 6.00	ex ship, nominal.
Milke Small	5.00 to 5.25	ex ship, nominal.
Moji Lump	4.90 to 5.25	ex ship, nominal.
Kebao Lump	6.00 to 7.00	ex ship, nominal.
Kebao Small	4.00 to 4.50	ex ship, nominal.

MISCELLANEOUS IMPORTS.

HONGKONG, 20th November.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS.—Bombay Yarn.—45 bales No. 6 at \$69, 45 bales No. 8 at \$69, 1,425 bales No. 10 at \$68 to \$78.50, 860 bales No. 12 at \$70.50 to \$78, 150 bales No. 16 at \$87, 1,125 bales No. 20 at \$81.50 to \$87. White Shirtings.—900 pieces E. F. at \$6.75, 900 pieces 43 Beed at \$2.20. Drills.—750 pieces 16 lbs. Large Eagle at \$5.15, 500 pieces 15 lbs. Sward and Key at \$4.30. Turkey Reds.—350 pieces 5 lbs. Fish at \$3.20. Spanish Stripes.—120 pieces German S. and G. Indigo at \$1.40.

METALS.—Iron.—2,000 bundles nail rods Belgian No. 1½ at \$2.95. Tin.—200 slabs Foochow at \$35.50, 200 slabs Siam at \$35.20 to \$37.30. Steel.—1,000 cases Bamboo steel, Double Horses, at \$5.77½, 200 cases Bear chop at \$4.80. Quicksilver.—250 flasks at \$113 to \$115.

COTTON YARN.

Bombay—Nos. 10 to 20	per bale
English—Nos. 10 to 24	\$62.00 to \$88.00
"	102.00 to 106.00
"	103.00 to 110.00
"	110.00 to 115.00
"	119.00 to 127.00

COTTON PIECE GOODS.

Grey Shirtings—6lbs.	per piece
7lbs.	1.40 to 1.55
8.4 lbs.	1.90 to 2.10
9 to 10 lbs.	2.15 to 3.10
White Shirtings—54 to 56 rd.	3.20 to 4.00
58 to 60 "	2.20 to 2.45
64 to 66 "	2.60 to 3.20
64 to 66 "	3.30 to 3.70
Fine	4.00 to 6.50
Book-folds	2.90 to 5.20
Victoria Lawns—12 yards	0.62 to 1.28
T-Cloths—6lbs. (32 in.) Ord'y.	1.45 to 1.60
7lbs. (32 ")	1.85 to 2.00
6lbs. (32 "), Mexs.	1.60 to 1.75
7lbs. (32 ")	2.10 to 2.40
8 to 8½lbs. (36 in.)	2.35 to 3.10

Drills, English—40 yds., 13½ to 14½

FANCY COTTONS

Turkey Red Shirtings—1½ to 5 lbs. 1.40 to 3.00

Brocades—Dyed 3.55 to 4.70 per yard

Damasks 0.14 to 0.18

Chintzes—Assorted 3.08 to 0.13

Velvets—Black, 22 in. 0.22 to 0.30

Velvetees—18 in. 0.18 to 0.21 per dozen

Handkerchiefs—Imitation Silk 0.45 to 0.90 per yard

Woolles Spanish Stripes—Sundry chops. 0.60 to 0.95

German 1.00 to 1.15

Habit, Med. and Broad Cloths. 1.25 to 2.70 per piece

Long Ells—Scarlet 6.50 to 7.80

Assorted 6.60 to 7.90

Camlets—Assorted 14.00 to 30.50

Lastings—30 yds., 31 inches, Assorted 14.00 to 22.00

Orleans—Plain 3.80 to 5.10 per pair

Blankets—8 to 12 lbs. 4.70 to 9.50 per picul

METALS Iron—Nail Rod 2.95 to 2.97½

Square, Flat Round Bar 2.92½ to 2.95

Swedish Bar 4.40 to —

Small Round Rod 3.25 to —

Hoop 4.10 to —

Old Wire Rope 3.00 to —

Lead, L. B. & Co. and Hole Chop 6.45 to — per case

Yellow Metal—Muntz 14/28 oz. 26.00 to —

Vivian's, 16/32 oz. 25.50 to —

Elliott's, 16/28 oz. 25.50 to —

Japan Copper, Slabs 24.00 to —

Tiles 24.00 to —

Tin 36.50 to — per box

Tin-Plates 5.45 to — per cwt. case

Steel 5.50 to — per picul

SUNDRIES Quicksilver 114.00 to 118.50 per box

Window Glass 3.25 to — per 10-gal. case

Kerosene Oil 2.00 to —

SHANGHAI, 14th November.—(From Mr. Geo. W. Noel's report.)—There are signs of slightly more life in the market, but the Natives are acting very cautiously and seem determined to defer buying until the last moment in the hope of holding a giving way. Their patience will doubtless be rewarded, for many are even now wavering, and will soon persuade themselves that it is better to accept a little less than to run the risk of having to carry the goods through the winter. On the other hand, the Tientsin men are realising that there is not much time to waste and are making more active enquiries with regard to the available goods; so far, however, very little has resulted from first hands, but judging by the deliveries the native buyers are commencing to move their stocks. American Drills have, perhaps, attracted the most attention this week in hard cargo and price paid would no doubt have been better but for the recent decline in the States, for the supply here is by no means large, and this seems to have encouraged the forward buying it is rumoured has been done for the beginning of next season, although prices look dangerously high. There is a better demand, too, for English Shirtings, owing to their relative cheapness, one or two small parcels being placed on easy terms, but for other goods the Tientsin dealers do not offer anything like adequate prices. For Newchwang there is very little enquiry and that Port promises to close without causing any excitement here, the last steamer, probably, having left here this morning. The river markets are proverbially quiet a few weeks prior to the closing of the Northern Ports, so no anxiety need be occasioned on their account, especially so long as deliveries keep as good as they are. A distinctly better feeling is shown by the results of to-day's auction, especially in Cotton goods, but prices need to improve still further yet to cover the cost of replacing. As far as can be gleaned from the telegrams received this week the Manchester market is still very firm, though Cotton is reported to have dropped to 4½d., but there seems to be some uncertainty about this price. It has certainly been possible to put through a few orders on more favourable terms, but they may be special lines and do not denote the general tone. According to the last mail advices the majority of the manufacturers in Lancashire were quite unprepared for the sudden advance in

Cotton that took place, so it is scarcely likely they would have bought more than enough to supply their immediate requirements during the interval that has intervened and, therefore, cannot be very anxious for fresh orders at present.

Metals and Miscellaneous.—(From Mr. Alex. Bielfeld's Report)—15th November.—Since my last report our market has been quiet, and the breakdown on the Eastern Telegraph Co.'s cable has to some extent also prevented business. Metals.—No sales reported in any of the larger lines. Importers are quoting Solier Exp. Nail-roads at 106/- c.i.f., and Goffin at 107/- to 108/- c.i.f. Scrap Material.—100 tons Steel Plate Cuttings are reported sold at 78/- c.i.f. 20 tons Horseshoes have been sold at 7/- "spot," and at auction 100 tons were sold at 1/-, 1.65, and 50 tons Boiler and Ship Plates at 1/- per picul.

WEDNESDAY, 20th November.
CLOSING QUOTATIONS.
EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	2/2½
Bank Bills, on demand	2/2½
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/2½
Credits, at 4 months' sight	2/2½
Documentary Bills, 4 months' sight	2/2½
ON PARIS.—	
Bank Bills, on demand	2.75
Credits, at 4 months' sight	2.81
ON GERMANY.—	
On demand	2.22
ON NEW YORK.—	
Bank Bills, on demand	53½
Credits, 60 days' sight	54½
ON BOMBAY.—	
Telegraphic Transfer	191
Bank, on demand	191½
ON CALCUTTA.—	
Telegraphic Transfer	191
Bank, on demand	191½
ON SHANGHAI.—	
Bank, at sight	72½
Private, 30 days' sight	73½
ON YOKOHAMA.—	
On demand	par.
ON MANILA.—	
On demand	5 ½ pm.
ON SINGAPORE.—	
On demand	par.
SOVEREIGNS, Bank's Buying Rate	—
GOLD LEAF, 100 fine, per tael	47.50

JOINT STOCK SHARES.

HONGKONG, 20th November.—The market has continued to rule dull and we have but little business to report. In the absence of business rates continue fairly steady and sellers are not willing to accept anything below current quotations.

BANKS.—Hongkong and Shanghai ruled weakish during the early part of the week under review and shares changed hands at 184, 183, and 182½ per cent. prem. At time of writing, however, private advices quoting a rise of £1 in London (making the rate £41) have caused some firmness and buyers at 183 are unable to get shares; 184 per cent. prem. would probably be paid for a limited number. Nationals have declined half a point with small sales.

MARINE INSURANCES have all ruled rather weaker with small sales of China Traders, Unions, and Cantons at quotations. More shares are obtainable.

FIRE INSURANCES.—Hongkongs have changed hands in small lots at \$255 and more shares are obtainable at the rate. Chinas have shown weakness, sellers vainly offering to part at \$90, and at time of writing shares could be obtained at \$89.

SHIPPING.—Hongkong, Canton, and Macao have ruled steady with sales at \$36, \$35½, and again at \$36, closing with sellers at latter rate. Douglas's in the early part of the week changed hands at \$69½, \$69, and \$68½, and to-day after payment of the bonus have been negotiated at \$53. Indo-Chinas have found small buyers at \$57 and \$56½, closing quiet with reported sales at \$56. China Manilas have advanced to \$69, with small sales and sellers; sales have also been effected at \$68.

REFINERIES.—China Sugars are enquired for at \$106, but no shares seem to be forthcoming at the rate. Luzons continue neglected.

MINING.—Punjoms have been the medium of a small business at \$5, closing with sellers. Balmorals are enquired for at \$2, but we have no sales to report. Jebebus have been pretty generally enquired for and have changed hands at \$2.75 and \$3. Other Mining stock is neglected.

DOCKS, WHARFS, AND GODOWNS.—Hongkong and Whampoa Docks have been in good demand and sales have been effected at 136, 137, 138, and 140 per cent. prem. for cash, market closing firm. Hongkong and Kowloon Wharfs have been negotiated in fairly large quantities at \$47 and \$48, closing steady. Godowns continue neglected.

LANDS, HOTELS, AND BUILDINGS.—With the exception of small sales of Lands at \$68½ and Hotels at \$17, we have nothing to report under this heading.

MISCELLANEOUS.—Green Islands have changed hands at \$16½, \$16½, and \$16; Watsons at \$12.75 cum div. and \$12.25 ex div. Electrics, Ropes, and Fenwicks have all been negotiated at quotations in small lots; also Dairies, Ices, and Tramways.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	184 p. ct. prem.
China & Japan, pref.	...	nominal
Do. ordinary	£1	nominal
Do. deferred	£1	£2, buyers
Natl. Bank of China		
B. Shares	£8	\$29½, sellers
Found. Shares	£1	\$105
Bell's Asbestos E. A.	15s.	\$10½
Brown & Co., H. G.	\$50	\$8, sellers
Campbell, Moore & Co.	\$10	\$3, sales
Carmichael & Co.	\$20	\$10, sellers
China Sugar	\$100	\$106, buyers
Chinese Loan '86 E.	Tls. 250	10 p. ct. prem.
Dakin, Cruickshank & Co.	\$5	\$1
Dairy Farm Co.	\$10	\$10, sales & sellers
Fenwick & Co., Geo.	\$20	\$20, sales
Green Island Cement	\$55	\$16, sales & buyers
H. Brick and Cement	\$12½	\$13, sales & buyers
H. & C. Bakery	\$50	\$50
Hongkong & C. Gas	£10	\$102, buyers
Hongkong Electric	\$8	\$150, sales
H. H. L. Tramways	\$100	\$90, sales
Hongkong Hotel	\$50	\$17, buyers
Hongkong Ice	\$50	\$96, sales & sellers
H. & K. Wharf & G.	\$50	\$48, sales & buyers
Hongkong Rope	\$50	\$150, sellers
H. & W. Dock	\$125	140 p. ct. prem.
Insurances—		
Canton	\$50	\$130, sales & sellers
China Fire	\$50	\$80, sellers
China Traders	\$25	\$74, sales & sellers
Hongkong Fire	\$50	\$255, sellers
North-China	£25	Tls. 22½, sellers
Straits	\$20	\$25½, sellers
Union	\$25	\$290, sellers
Yangtze	\$50	\$119½
Land and Building—		
H. Land Investment	\$50	\$6½, sales
Humphreys Estate	\$10	\$9½, sales
Kowloon Land & B.	\$30	\$16
West Point Building	\$40	\$19
Luzon Sugar	\$100	\$60, sellers
Mining—		
Charbonnages	Fcs. 500	\$85
Jebebu	\$5	\$3, sales
New Balmoral	\$4	\$2, buyers
Punjom	\$3	\$5, sales & sellers
Do. (Preference)	\$1	\$1 60, sales
Raub	13s. 10d.	\$4.10, buyers
Seamship Coys.—		
China and Manila	\$50	\$68, buyers
China Shippers	£5	£2.10
Douglas S. S. Co.	\$50	\$53, ex bonus sales
H. Canton and M.	\$20	\$56, sales & sellers
Indo-China S. N.	£10	\$56, sales
Wanchai Warehouse Co.	\$37½	\$42½, sellers
Watson & Co., A. S.	\$10	\$12, ex div. buyers

CHATER & VERNON, Share Brokers.

SHANGHAI, 15th November.—(From Messrs. J. P. Bisset & Co.'s Report.)—Banks—Hongkong and Shanghai Banking Corporation.—Business has been done at 186 to 193 per cent. premium for cash, 185 for the 30th current, 192 for January and February, and 18½ per cent. premium for 31st March. Shares might be obtained at 183. The London quotation remains at 240. Shipping.—Shanghai Tug Boat shares have changed hands at Tls. 150. Indo-China S. N. shares were sold at Tls. 42½ cash, Tls. 42 for 30th November, and Tls. 48 and Tls. 44 for 30th April. China Mutual S. N. Preference shares were sold at Tls. 50, and Ordinary shares at Tls. 13. Docks.—Shares in S.

C. Farnham & Co. changed hands at Tls. 150. Marine Insurance.—China Traders were sold at \$7½ and Straits at \$25½ and \$25. Fire Insurance.—Chinas were placed at \$93 cash and \$94 for 31st March. Wharves.—Shanghai and Hongkew Wharf Co. Shares have been placed at Tls. 310. Cargo Boat.—Shanghai Cargo Boat shares were placed at Tls. 30. Mining.—Punjom Mining shares have been purchased from Hongkong at \$6. Miscellaneous.—Business was done in Hall & Holtz shares at \$24. Hongkong Land Investment shares, from Hongkong, at \$63½. Shanghai Horse Bazaar shares at Tls. 54. Shanghai-Langkai Tobacco shares at Tls. 240. Shanghai Ice shares at Tls. 130. Ewo Cotton Spinning shares, with Tls. 51 paid up, at Tls. 44½ and Tls. 43. Shanghai Rice Mill shares at Tls. 35, and Humphreys Estate and Finance shares, from Hongkong, at \$9½. Loans.—The Shanghai Municipal Council invite subscriptions for a loan of Tls. 40,000 at 5 per cent. interest. Tenders will be received to the 16th December. Shanghai Waterworks, 6 per cent. Debentures were placed at Tls. 110.

Quotations are:—

Hongkong and Shanghai Banking Corporation.—183 per cent. prem.
Bank of China, Japan, and The Straits, Limited.—Nominal.
Bank of China, Japan and The Straits Limited, Founders.—Nominal.
National Bank of China, Ltd., A.—none.
National Bank of China, Ltd., B.—\$30.
National Bank of China, Ltd., Founders.—\$105.
Shanghai Tugboat Co., Ltd.—Tls. 150 per sh.
Indo-China Steam N. Co., Ltd.—Tls. 42 per sh.
China Mutual Steam Nav. Co.—Tls. 50 per sh.
Yaku Tug & Lighter Co., Ltd.—Tls. 75 per sh.
Hongkong, Canton and Macao Steamboat Co.—\$36 per share.
Douglas Steamship Co., Ltd.—\$68 per share.
Byrd & Co., Ltd., Founders.—Tls. 300 per share.
Boyd & Co., Limited.—Tls. 190 per share.
S. C. Farnham & Co.—Tls. 190 per share.
Hongkong and Whampoa Dock Co., Ltd.—13 per cent. premium.
China Traders' Insurance Co., Ltd.—\$74 per sh.
North China Insurance Co., Ltd.—Tls. 226 p sh.
Union Insurance Society of Canton, Ltd.—\$203 per share.
Yangtze Insd. Assocn., Ltd.—\$120 per share.
Canton Insurance Office, Ltd.—\$190 per share.
Straits Insurance Co., Limited.—\$25 per share.
Hongkong Fire Insurance Co., Ltd.—\$27½ per sh.
China Fire Insurance Co., Ltd.—\$92 per share.
Shanghai & Hongkew Wharf Co.—Tls. 310 per share.
Birt's Wharf Hide-dressing and Wool-cleaning Company.—Tls. 55 per share.
Hongkong and Kowloon Wharf and Godown Company, Limited.—\$46½ per share.
Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2½ per share.
Punjom Mining Co., Ltd.—\$6 per share.
Punjom Mining Co., Ltd., pref. shares—\$1.50 per share.
Jebebu Mining & Trading Co., Ltd.—\$3.20 p. sh.
Raub Australian Gold Min. Co., Ltd.—\$4 p. sh.
Shanghai Cargo Boat Co.—Tls. 200 per sh.
Co-operative Cargo Boat Co.—Tls. 185 per sh.
Shanghai Gas Co.—Tls. 213 per share.
Hongkong Electric Co., Ltd.—\$6.75 per share.
Shanghai Waterworks Co., Ltd.—Tls. 190 p. sh.
Perak Sugar Cultivation Co., Ltd.—Tls. 40 p. sh.
China Sugar Refining Co., Ltd.—\$106 per sh.
Luzon Sugar Refining Co., Ltd.—\$63 per share.
Hall & Holtz, Ltd.—\$21 per share.
Shanghai Land Investment Co., Ltd.—Tls. 70 per share.
Hongkong Land Invest. & A. Co., Ltd.—\$69½ per share.
Kowloon Land & Building Co., Ltd.—\$19.
J. Llewellyn & Co., Limited.—\$35 per share.
Shanghai Horse Bazaar Co., Ltd.—Tls. 50½ p. sh.
Major Brothers, Limited.—Tls. 30 per share.
Shanghai Sumatra Tobacco Co.—Tls. 110 p. sh.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 245 per share.
Shanghai Langkat Tobacco Co., Ltd., Founders.—Nominal.
Shanghai Ice Company—Tls. 130 per share.
A. S. Watson Co., Limited.—\$13½ per share.
Bell's Asbestos Eastern Agency, Ltd.—£1.
Bell's Asbestos Eastern Agency, Ltd.—\$9 50.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 43.
International Cotton Man. Co., Ltd.—Tls. 22½.
Laou-kung-mow Cotton Spinning and Weaving Co., Ltd.—Tls. 22½.
China Merchants' Steam Navigation Company Debentures.—Nominal.
Lyceum Theatre Debentures.—Tls. 15.
Chinese Imp. Gov. Loan, 1896, E.—Tls. 275 (a).
Shanghai Municipal Debentures.—Nominal.

Shanghai Land Investment Company Debentures.—Tls. 100 (a)
Shanghai Land Investment Company Debentures.—Tls. 106 (a)
(a) Exclusive of accrued interest.

TONNAGE.

HONGKONG, 20th November.—There have been but few settlements since last report and rates generally remain unchanged.

From Saigon to Hongkong several steamers were settled at 9 cents per picul, but at the close there is no demand, the rates continuing nominally the same.

From Bangkok to Hongkong one steamer has been settled for three trips at 15 and 20 cents. There is no further enquiry.

Newchwang to Canton the demand has entirely ceased; last settlement made on the spot was at 20 cents per picul.

Japan coal freights remains firm at \$1 40 to Hongkong.

Two sailers have been taken to load hence for New York at about 18s. 6d. per ton.

There are no disengaged vessels in port.

The following are the settlements:—

Emily F. Whitney—British ship, 1,249 tons, Shanghai and Hongkong to New York, private terms.

Torrishale—British ship, 2,134 tons, Hongkong to New York, private terms.

Chumshan—British steamer, three ports Java to Hongkong, 20 cents per picul.

Benvenue—British steamer, 1,468 tons, Moji to Hongkong, \$1.40 per ton.

Argyll—British steamer, 1,836 tons, Moji to Hongkong, \$1.40 per ton.

Victoria—Norwegian steamer, 938 tons, Bangkok to Hongkong, three trips, 15 and 20 cents per picul.

Deconhurst—British steamer, 1,164 tons, Saigon to Hongkong, 9 cents per picul.

China—German steamer, 1,095 tons, Saigon to Hongkong, 9 cents per picul.

Tritos—German steamer, 1,344 tons, Saigon to Hongkong, 9 cents per picul.

Maria Jensen—German steamer, 1,807 tons, Saigon to Hongkong, \$4.200.

Derina—German steamer, 1,151 tons, monthly, 12 months, \$4.850 per month.

VESSELS ON THE BERTH.

For LONDON.—Sunda (str.), Java (str.), Danfa (str.), Euplectela (str.).

For MARSEILLES.—Salarie (str.).

For BREMEN.—Fressen (str.).

For SAN FRANCISCO.—China (str.), Afridi (str.).

For VALPARAISO.—Empress of India (str.).

For VICTORIA.—Victoria (str.).

For NEW YORK.—Engelhorn, Mutterhorn, Strathclyde (str.), Glengyle (str.), Teviotdale (str.), Monmouthshire (str.), Beangloe (str.).

For AUSTRIA.—Airlie (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

November—ARRIVALS.

13. Paoting, British str., from Shanghai.
13. Porpoise, British cr., from Yokohama.
13. Fushun, Chinese str., from Shanghai.
13. Canton, British str., from Shanghai.
13. Ingraban, German str., from Cebu.
13. Kachidate Maru, Jap. str., from K'notzu.
13. Mrs. Scott, British str., from Swatow.
13. Machew, British str., from Bangkok.
13. Cheang H. Kian, Brit. str., from Singapore.
14. Choysang, British str., from Canton.
14. Swatow, German str., from Chinkiang.
14. Tritos, German str., from Moji.
14. Triumph, German str., from Canton.
14. Amara, British str., from Chinkiang.
14. Amigo, German str., from Canton.
14. Sishan, British str., from Saigon.
14. Victoria, Norw. str., from Newchwang.
15. Kweiyang, British str., from Chefoo.
15. Toonan, Chinese str., from Canton.
15. Petrarch, German str., from Canton.
15. Formosa, British str., from Tamsui.
15. Zafiro, British str., from Manila.
15. Orel, Russian str., from Nagasaki.
15. Phra Chom Klao, Brit. str., from Bangkok.
15. Maria Valeria, Aust. str., from Trieste.
15. Invertay, British str., from Newchwang.
15. Yuensang, British str., from Manila.
15. Sunda, British str., from Kobe.
16. Nanyang, German str., from Canton.
16. Canton, British str., from Canton.
16. Ching Ping, Chinese str., from Canton.
16. Altmore, British str., from Chinkiang.

16, Wingsang, British str., from Calcutta.
 16, Benvenue, British str., from Moji.
 16, Agamemnon, British str., from Liverpool.
 16, Brunhilde, German str., from N'chwang.
 16, Ceylon, British str., from London.
 16, Glenogle, British str., from New York.
 16, Jaroslavl, Russian transt., from Nagasaki.
 16, Khedive, British str., from Bombay.
 16, Pakling, British str., from London.
 16, Polyphemus, British str., from Liverpool.
 16, Saghalien, French str., from Marseilles.
 16, Zweena, British str., from Singapore.
 17, Activ, Danish str., from Pakhoi.
 17, Albingia, British str., from Singapore.
 17, Fushun, Chinese str., from Canton.
 17, Haitan, British str., from Foochow.
 17, Hanoi, French str., from Haiphong.
 17, Sabine Rickmers, German str., from Amoy.
 17, Szechuen, British str., from Chinkiang.
 17, Woosung, British str., from Canton.
 18, Paoting, British str., from Canton.
 18, Ancona, British str., from Yokohama.
 18, Irene, German cruiser, from Amoy.
 18, Loo Sok, British str., from Bangkok.
 18, Holstein, German str., from Saigon.
 18, Kwanglee, Chinese str., from Shanghai.
 18, W. H. Talbot, Amr. sch., from Amoy.
 18, Erato, German str., from Hamburg.
 18, Boynton, British str., from Kutchinotzu.
 18, Pakhoi, British str., from Singapore.
 19, China, British str., from San Francisco.
 19, Taisang, British str., from Shanghai.
 19, Hainan, German str., from Moji.
 19, Cosmopolit, German str., from Pakhoi.
 19, Formosa, British str., for Swatow.
 19, Store Nordiske, Danish str., from a cruise.
 19, Airlie, British str., from Kobe.
 19, Mirzapore, British str., from Shanghai.
 19, Kweiyang, British str., from Canton.
 19, Hangchow, British str., from Chinkiang.
 20, Amara, British str., from Canton.
 20, Arratoon Apar, Brit. str., from Calcutta.
 20, Ask, Danish str., from Pakhoi.
 20, Martha, German str., from Saigon.
 20, Preussen, German str., from Bremen.
 20, Selkirk, British ship, from Cardiff.

DEPARTURES.

13, Alacritty, British d.v., for Singapore.
 13, Ask, Danish str., for Hoihow.
 13, Chingping, Chinese str., for Canton.
 13, Ernest Simons, French str., for Europe.
 13, Thales, British str., for Taiwanfoo.
 13, Aglaia, German str., for Hamburg.
 13, Miike Maru, Jap. str., for Singapore.
 13, Nijni Novgorod, Rus. str., for Nagasaki.
 13, Pingsuey, British str., for London.
 13, Riojun Maru, Jap. str., for Anping.
 13, Taksang, British str., for Amoy.
 14, Paoting, British str., for Canton.
 14, Fushun, Chinese str., for Canton.
 14, Fuk Po, Chi. transport, for Foochow.
 14, Canton, British str., for Canton.
 14, Amara, British str., for Canton.
 14, Catherine Apar, British str., for Calcutta.
 14, Clara, German str., for Amoy.
 14, Esmeralda, British str., for Manila.
 14, Hongkong, French str., for Haiphong.
 14, Iser, British str., for Nagasaki.
 14, Swatow, German str., for Canton.
 15, China, German str., for Saigon.
 15, Triumph, German str., for Hoihow.
 15, Devonhurst, British str., for Saigon.
 15, Hailong, British str., for Swatow.
 15, C. H. Kian, British str., for Amoy.
 15, Choysang, British str., for Swatow.
 15, Kwongmo, British str., for Amoy.
 15, Kweiyang, British str., for Canton.
 15, Centurion, British flagship, for Singapore.
 16, Amigo, German str., for Bangkok.
 16, City of Peking, Amr. str., for S. Francisco.
 16, Inverlay, British str., for Canton.
 16, Strathleven, British str., for Chinkiang.
 16, Toonan, Chinese str., for Shanghai.
 16, Victoria, Swedish str., for Canton.
 16, Zafiro, British str., for Manila.
 17, Altmora, British str., for Canton.
 17, Formosa, British str., for Swatow.
 17, Kinshin Maru, Jap. str., for Kelung.
 17, Machew, British str., for Swatow.
 17, Marie Jebben, German str., for Saigon.
 17, Maria Valerie, Aust. str., for Shanghai.
 17, Rhosina, British str., for Kobe.
 17, Saghalien, French str., for Shanghai.
 17, Sunda, British str., for London.
 18, Khedive, British str., for Shanghai.
 18, Szechuen, British str., for Canton.
 18, Woosung, British str., for Shanghai.
 18, Canton, British str., for Swatow.

18, Chingping, Chinese str., for Chefoo.
 18, Kaohidate Maru, Jap. str., for K'chinotzu.
 18, Nanyang, German str., for Shanghai.
 18, Paoting, British str., for Shanghai.
 18, Sabine Rickmers, Ger. str., for Swatow.
 19, Zweena, British str., for Amoy.
 19, Pique, British cruiser, for Yokohama.
 19, Brunhilde, German str., for Canton.
 19, Activ, Danish str., for Hoihow.
 19, Glenogle, British str., for Shanghai.
 19, Tordenskjoeld, Nor. str., for Shanghai.
 19, Pakling, British str., for Shanghai.
 19, Albingia, German str., for Amoy.
 19, Ceylon, British str., for Shanghai.
 19, Fushun, Chinese str., for Shanghai.
 19, Haitan, British str., for Swatow.
 19, Kwanglee, Chinese str., for Canton.
 19, Polyphemus, British str., for Amoy.
 19, Sishaa, British str., for Swatow.
 19, Yuensang, British str., for Manila.
 20, Taisang, British str., for Canton.
 20, Store Nordiske, Danish str., for a cruise.
 20, Hangchow, British str., for Canton.
 20, Hanoi, French str., for Hoihow.
 20, Kweiyang, British str., for Foochow.
 20, Pokhoi, British str., for Amoy.

PASSENGER LIST.

ARRIVED.

Per *Paoting*, str., from Shanghai.—Mr. Smart.
 Per *Mascotte*, str., from Swatow.—Mr. Hill.
 Per *Canton*, str., from Swatow.—Mr. Phillippo.
 Per *Formosa*, str., from Coast Port.—Messrs. MacCullam, Hastings and Suguyama, and 258 Chinese.
 Per *Yuensang*, str., from Manila.—Mrs. Wilson, Mr. and Mrs. Cortes, Miss Sinclair.
 Per *Sunda*, str., from Shanghai, &c.—Miss Ramsay, Messrs. Robert Inglis and A. Levy.
 Per *Haitan*, str., from Foochow.—Lieuts. Risk and Sterling.
 Per *Saghalien*, str., for Hongkong from Marseilles.—Messrs. T. Arnold, de Champeaux, and Bedissen, from Singapore.—Mr. and Mrs. d'Almeida and infant, Miss B. Smith, Messrs. Weinmann and C. Keighley, for Shanghai from Marseilles.—Messrs. V. Jos. Rabel, Peremond, H. G. Olsen, Gonhel Carlsen, Joanou, Konoisevitch, and Buhlman, from Singapore.—Mrs. F. Corsten, from Saigon.—Messrs. Tillot, Robton, Levreux, Gaudry, Canvet, Gignou, Herve, Vinsot, Duxami, Outin, Durand, Garselin, Capronier, Feroniere, Thomas, Calmart, Durand, Cretin, and Dupuis-Duteuil, for Nagasaki from Saigon.—Capt. Vilboas de Bois, for Kobe from Singapore.—Mr. H. T. Lucca, for Yokohama from Marseilles.—Rev. and Mrs. G. Slade and daughter, Miss Tipping, Mr. and Mrs. Mare Sennet, Mr. and Mrs. de Speger, Mr. and Mrs. Dubuffet, Mrs. Olivier, Mr. and Mrs. Sennet, Miss Williams, Messrs. Smith, Butcher, and Rottiers, from Colombo.—Mr. Henry Scott, from Singapore.—Mr. L. H. Richy, from Saigon.—Miss L. Pitter, Messrs. Berge, Nicolai, and Revert.
 Per *Khedive*, str., for Hongkong from London.—Capt. Farrand, Mr. J. Dick, Misses Boileau and Payne, from Brindisi.—Capt. Murray, from King George's Sound.—Messrs. See Bang, Hing Bock, Chang Noey, and Lim Way Sing, from Bombay.—Mr. and Mrs. Bottenheim and child, and Mr. O'Hara, from Singapore.—Messrs. Douglas Graham and Wong Yew Hong, for Shanghai from London.—Mr. and Mrs. James and 2 children, Misses F. James and N. James, Master James, Mrs. Gilmore, Mrs. H. Morris and 4 children, Rev. Godson and Miss Godson, Misses Elvin (2), Boutwood, E. F. Young, Jameson, Leech, Wrightson, Mary Sinclair, Hornby, and Goudge, from Brindisi.—Mr. and Mrs. Harris, Rev. and Mrs. Elvin, from Singapore.—Mr. W. P. Mason, for Yokohama from London.—Mr. T. C. Daniel, for Kobe from Singapore.—Mr. W. W. Gilmore.
 Per *Wingsang*, str., from Calcutta, &c.—Messrs. Makeham and Lye Chay He, and 423 Chinese.
 Per *Polyphemus*, str., from Liverpool, &c., for Hongkong.—Mr. and Mrs. Chapman and three children, for Shanghai.—Mrs. Bergouin and baby.
 Per *Ceylon*, str., from London for Hongkong.—Mrs. Wenyon, Messrs. H. T. Fox and Bevington, for Shanghai.—Miss Yeats, Messrs. L. A. R. Mackinnon, B. Twyman, J. F. Mayers, and J. Barton, for Kobe.—Mr. R. W. Crosse.
 Per *Ancona*, str., from Yokohama.—Capt. W. Ellis, Lieuts. Kendrick and Close, Dr. H. Black-

burn and children, Messrs. J. P. Pomeroy, F. Haan, G. Winslow, J. H. Graham, Ding Cam Chuen, C. Schroter, Mrs. Serrebrennikoff, Mrs. Yamaguchi, Mrs. Kakada, Mrs. Yebata, Mrs. Susuki, Mrs. Katayama, Mrs. Motomura, and Mrs. Koshiba, Misses Holmes, Hardman, and Doran.

Per *Kwanglee*, str., from Shanghai.—Mrs. Samuelson and 2 children, Mrs. Kirk, and Mr. Kirk, Jun.

Per *Airlie*, str., from Kobe, &c.—Mr. and Mrs. Moore and child, Mr. Wickersham.

Per *Taisang*, str., from Shanghai, &c.—Mrs. Arthur, Capt. Sawyer.

Per *China*, str., from San Francisco, &c.—Mr. J. J. Francis and wife, Rev. R. H. Graves and wife, Rev. R. E. Chambers and wife, Miss E. Van Buren, Mrs. C. Milward, Mrs. S. F. Tilston, Messrs. E. W. Rutter, H. W. Grantley, R. H. Wood, J. V. C. Comfort, and S. J. Levy, and 770 Chinese.

Per *Mirzapore*, str., from Shanghai for Hongkong.—Miss Bowes, Messrs. Besoux, Morton Jones, C. D. Wilkinson, F. N. Firth, A. M. Scott, W. Oakley, Wallace, M. Fernandes, Nomomura, and Inaba, for Penang.—Mr. Moh Shark, for Brindisi.—Mr. A. A. Whelan, London.—Mr. J. W. Hope Gill, for London via Marseilles.—H. E. Sir Nicholas O'Connor and Lady O'Connor, Messrs. T. H. Bateman, P. A. Crosthwaite, J. Boyce Kup, and H. T. Butterworth.

DEPARTED.

Per *Ernest Simons*, str., from Hongkong for Saigon.—Mr. and Mrs. E. Mayer, Messrs. Tien Tuan Dupug and Li Cheung, for Singapore.—Messrs. F. J. Horniman, M. H. Openshaw, and W. M. Upcraft, for Marseilles.—Lieut. G. L. Lysly, Mr. M. M. Holde, from Shanghai for Marseilles.—Mr. and Mrs. Mouglin, Mr. and Mrs. Welmore, Messrs. J. H. Craven, Paternal, A. Mackay, G. Mascioni, Duval, Bouzouller, H. Suman, Ducrocq, R. Williams, Cartwright, and Monsigneur Bulté, from Yokohama for Marseilles.—Messrs. Kajima, Ogussa, Plairy, Davies, Bertrand, Hamany, and Count de Byland (French Minister), from Nagasaki for Marseilles.—Lieut. Le Bert, and Mr. Eon Jean, from Kobe for Singapore.—Miss Gibson, Messrs. E. Parkes, Nakagoya, Shibuya, Watanabe, Isuke and Puju, for Port Said.—Mr. Stakamura.

Per *Shanghai*, str., for London from Shanghai.—Mrs. Rees, Miss Smith, and Mr. Spencer Payne.

Per *Pingsuey*, str., for Manila.—Messrs. Attilio Marangoni, Tomas Blanco, W. Simpson, and Aubry Fair.

Per *Catherine Apar*, str., for Singapore.—Mrs. Wong Lam, for Calcutta.—Mr. and Mrs. Perain Ditta, Mrs. Gubbay and (2) Misses Gubbay, Mrs. Pakenham, Mr. and Mrs. McHattie, Messrs. H. Cowasjee, Subadar Juma Khan, C. F. Wendham, J. S. Gubbay, and S. Haywood.

Per *Hailong*, str., for Swatow.—Master Hubbard, for Amoy.—Mr. Chan Sing, Kwoon, for Tamsui.—Dr. and Mrs. G. L. Mackay and Misses Mackay (2), Messrs. G. W. Mackay, F. Schaefer and F. Koakon.

Per *Esmeralda*, str., for Manila.—Mr. F. W. Christian, Chevalier and Madame de Kontaki, Mr. and Mrs. W. Fitton, Mr. Joseph Blum.

Per *City of Peking*, str., for Nagasaki.—Messrs. T. Schmitz and Anastasi, for Kobe.—Messrs. H. Tucker Graham, C. Nouchen, J. Balmao and Kimura, for Yokohama.—Messrs. Jno. Gallagher, B. B. Harker, T. J. Burke, B. Rosenthal, G. Martin, and F. Duran, for London.—Capt. W. G. Bentinck.

Per *Khedive*, str., for Shanghai from London.—(2) Misses Elwin, Rev. and Miss Godson, Mr. and Mrs. James and 2 children, Misses F. and N. James and Master James, Mrs. Gilmore, Mrs. H. Morris and 4 children, Misses Boutwood, E. F. Young, Jameson, Leech, Wrightson, Mary Sinclair, Hornby, and Goudge, from Brindisi.—Mr. and Mrs. Harris, Rev. and Mrs. Elvin, from Singapore.—Mr. W. P. Mason, from Hongkong.—Capt. Burton, Surg. Capt. Gee, Messrs. O. A. Madar and M. Ahern.

Per *Saghalien*, str., from Hongkong for Shanghai.—Mr. and Mrs. Grape, Misses Flaming and Cera Ferres, Messrs. M. D. Stephens, D. Chafariloff, E. M. V. de Souza, E. Agnair, for Kobe.—Messrs. A. Ducrot and George Mayne, for Yokohama.—Mrs. Georgie Steward and Mr. W. A. Marshall.

Haitan, str., for Foochow.—Mr. J. MacGregor.